COMMERCIAL CAR JOURNAL

JANUARY 1935

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Illustrated: Part of a fleet of 85 Reo 1½ ton Speedwagons with special surveyor bodies, in the service of the State of Pennsylvania.

Pennsylvania Prefers Reo For Rough Survey Work

Reo Speedwagons range from ½ to 4-6 tons, tractor-trailer units with correct load distribution and maximum payload capacity. Prices range from $495 up for chassis f.o.b. Lansing, plus tax.

Myers Magazine Chassis Lubrication standard on 2-5 and 4-6-ton models; available at slight extra cost on other models.

REO

Speedwagons and Trucks

Built and sold to Precision Standards. Use the Reo Performance Gauge in selecting your next truck.

When the state highway engineers of Pennsylvania sought a fleet of trucks for use in topographical survey work, they demanded supreme ruggedness, long life and low-cost service. That they found this demand answered by Reo is proved by their purchase of 85 Reo 1½ ton Speedwagons—each equipped with special surveyor body. These trucks operate daily through sparsely settled regions with very poor roads or no roads at all. Reo performance, under these circumstances, has been so outstanding that similarly equipped surveyor outfits have been sold to engineering departments of other states. Interesting details of the special equipment of these Pennsylvania-owned Reos will be mailed on request.

•

The simplest way of judging the exceptional quality of the New Reo trucks is to compare them point by point with other trucks—write for Reo's Extra Value Disc and Booklet "Buy on Facts."

•

A LOT MORE TRUCK VALUE FOR JUST A LITTLE MORE MONEY THAN THE LOWEST!

•

REO MOTOR CAR COMPANY, LANSING, MICHIGAN

NOW

—out ahead with a wider lead than ever!

*Important 1935 improvements, including HYDRAULIC BRAKES, assure better performance and greater earnings for GMC truck buyers

ON THE BASIS of comparative specifications or that of work done and profits earned, cold logic on the one hand and actual facts on the other have proved that General Motors Trucks challenge the entire field. Improvements, gradual and unheralded, have won for every unit in the entire line the confidence of an ever-increasing number of shrewd business men who judge truck value by the only sound yardstick, that of "earning ability" per dollar invested.

Now, at the start of 1935, important improvements, such as those listed below, assure still better performance, still greater economy, the ability to out-perform and the ability to out-earn in a more pronounced way than ever before.

More and more thousands of profit-minded truck buyers are swinging to General Motors Trucks. Even in the intensely competitive low-priced 1½-ton field of usage, shrewd buyers are proving daily that it pays to invest a few dollars more for the quality-built, all-feature 1½-ton to 2-ton GMC T-16.

A phone call to your nearest General Motors branch, distributor or dealer will bring you the bedrock facts. Representative models of the 1935 GMC line are now on display.

*NOTEWORTHY 1935 IMPROVEMENTS:

Hydraulic brakes standard on all light and medium-duty models; centrifuse or cast nickel iron brake drums; exceptionally large braking surfaces; increased fuel economy; increased power; increased torque; dual-performance rear axle available in 2-3 ton range; finer appearance—sloping radiator, skirted fenders, fender-mounted headlamps, drop-skirted cabs, horizontal louvres and optional group of de luxe equipment (at slight extra cost).

GENERAL MOTORS TRUCKS *and* Trailers

1½ TO 22 TONS

GENERAL MOTORS TRUCK CO. **Time Payments Available Through Our Own Y. M. A. C.** **PONTIAC, MICHIGAN**

COMMERCIAL CAR JOURNAL

with which is combined Operation & Maintenance

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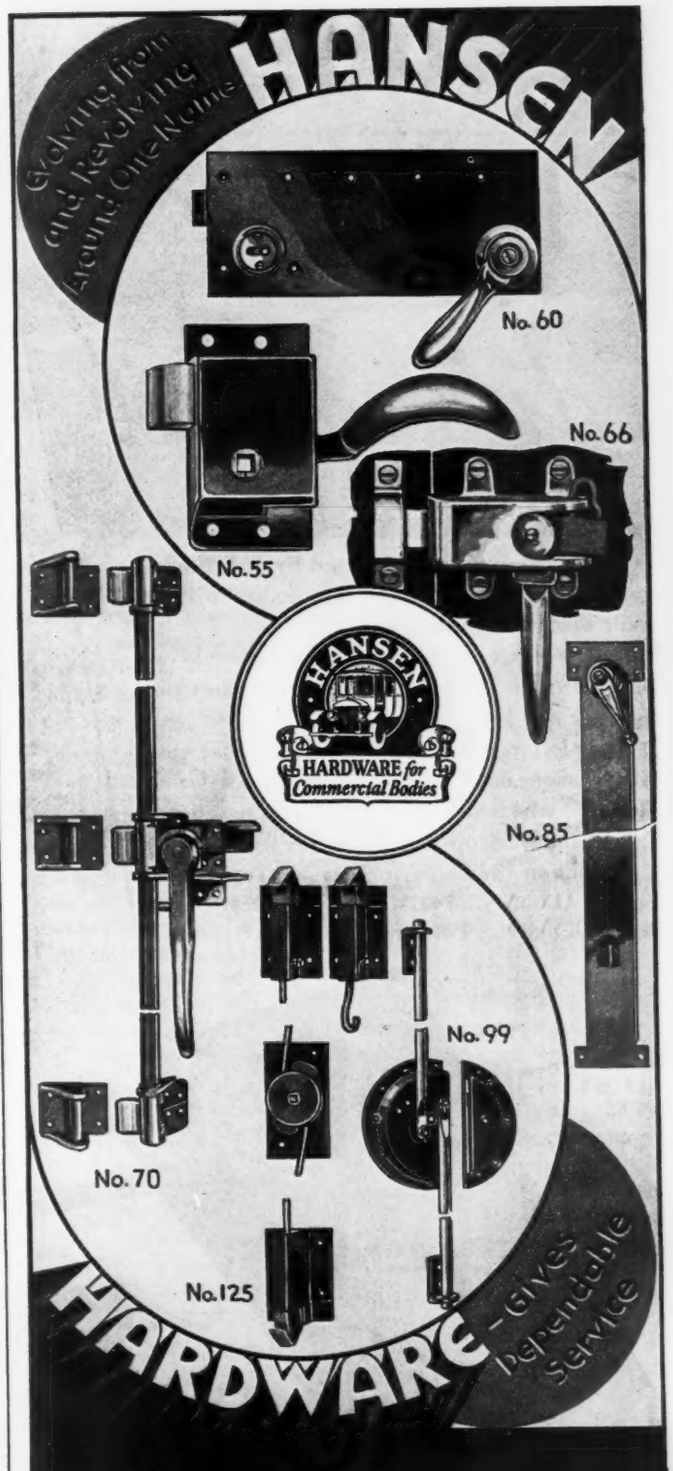


STRENGTH — ruggedness — simplicity—combine to make Hansen Commercial Body Hardware give dependable service.

To the Hansen line of body hardware have recently been added a new end-gate lock, a slam-and-take-up lock and a small-size refrigerator door lock.

Ask for folders illustrating and describing Hansen products, especially the new End Gate Lock and the Slam-and-Take-Up Lock.

No. 55 Cab Lock. No mortising required.
No. 60 Extension Lock. One piece. No loose parts.
No. 66 Refrigerator Door Lock. Slams. Takes up. Compresses.
No. 70 Refrigerator Door Lock. Lug-leverage action.
No. 85 Window Regulator. Rust proof. Straight-up lift.
No. 99 Rotary Door Lock. Draws doors solidly together.
No. 125 Slam - and - Take - Up Lock. Makes doors rattle proof.

A. L. HANSEN MFG. CO.
5047 Ravenswood Ave., CHICAGO, ILL.

THERE IS NO QUESTION IN *his mind*

"On all future trucks purchased by J. J. Finnegan of Providence, R. I., the bodies will be built of Alcoa Aluminum."

That's about as definite as anything could be. 200,000 truck miles, practically no repairs and a better pay load on every trip.

This letter we hope will suggest that you write for our book "Alcoa Aluminum for Truck Bodies," which will give you data on weight saving and truck operation together with detail construction drawings for various types of bodies. ALUMINUM COMPANY OF AMERICA, 1839 Gulf Building, Pittsburgh, Pa.

Telephone DExter 3358

GENERAL TRUCKING

J. J. FINNEGAN
149 WEST PARK STREET
PROVIDENCE, R. I.

August 8, 1936.

Aluminum Company of America,
Boston, Mass.

Gentlemen:

It might be of interest to you to know of my experience in using all Aluminum bodies on some of my trucks.

July 1931, I purchased one of the 16 yd., bodies and this body has traveled close to 200,000 miles.

December 1932, I purchased one of the 12 yd., bodies and this body has run close to 80,000 miles.

No money has been paid out for repairs on either of these units, other than for painting and lettering. Both bodies are in good condition at the present time, free from dents and no breaks.

There is no question in my mind as to what bodies will be used on all future trucks purchased by me, by all means they will be good Aluminum bodies as they are the cheapest to maintain and give a better pay load.

The above information has assured me that it is necessary to use Aluminum bodies to keep operating costs at the lowest figure.

Very truly yours,

JJF:D

NRA

ALCOA
ALUMINUM

ALCOA · ALUMINUM

The Overload

Odd Items and Comments—Not All Odd—Garaged in This Spot to Entertain, Amuse and / or Amaze You

Capsule Criticism

ADD to your collection of capsule criticisms the cuttingly witty observation made on our economic situation by President William B. Stout of the S.A.E.: "No greater mistake could be made than for one to suppose that prosperity could be carried forward by paying any man $5 a day for holding a shovel somewhere along the highway."

Almost "Railroaded"

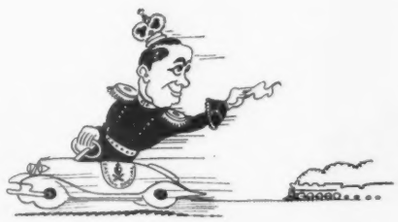
IT almost seemed like an attempt to shove the trucking industry out into the street when the American Trucking Associations, Inc., recently received notice that they would have to vacate their offices in Washington to make room for the Association of American Railroads. The humor of the situation had the ATA staff in stitches until the management of the building changed its plans.

Comment on an Idea

WE picked this interesting comment out of the Adley Express Co. (New Haven, Conn.) weekly bulletin: "It has been suggested in a leading fleet magazine (CCJ) that whenever a driver is laid off, his wife be informed by telephone as to just what the cause for the lay-off is. The suggestion was made by a man (Ted V. Rodgers) who has had lots of experience in this line and it is evidently working out well for his company. We wonder just how many telephones would be taken out if we were to put the suggestion into effect with our employees." It would be one way of finding out who wears the pants.

Sparks Flew in Cal.

SPARKS certainly flew in an electric brake test made recently in the Tepachi Mountains between Bakersfield and Los Angeles. The power unit was a Mack six-wheeler with 4-in. Warner brakes on the bogie axle. Attached was a six-wheel trailer with 4-in. electric brakes on the two rear axles. Total gross weight, 35 tons. Reaching a summit with a drop ahead of five miles on a 6 per cent grade, the truck was put in compound high gear. "Give 'em the works," the driver was told. He did. Half way down the combination looked like a soft-coal burner. Smoke was streaming from the axles, and the axles on the trailer looked like emery wheels with their circular sparking. For three miles the three sets of brakes kept the vehicle retarded to 15 m.p.h. The speed was increased to 20 m.p.h. for the last two miles and a satisfactory stop made. At no time was the entire travel of the brake controller used.



Highway Supremacy

FEDERAL Coordinator of Transportation Eastman had a speaking engagement in Reading, Pa., the other night. He chose to travel the 143 miles from Washington in an automobile. Newspaper reporters wanted to know why he didn't patronize the railroads. Mr. Eastman's explanation was that he couldn't make train connections. There were no reporters around that night in Harrisburg, Pa., when around midnight he piled into a car with several others and started off for the national capital. Maybe Mr. Eastman, like us, can't sleep in railroad pullmans.

Think of a Word

THE industry is looking for a better word than "diversion" as used in the expression "diversion of highway funds." Most frequently the word is used alone in place of the phrase. And when it stands alone it may mean anything from parchesi to a penthouse frolic. Some suggested substitutes are "tax-jacking" and "taxateering." If you think of a better one let's have it. You'll win undying fame if you coin a natural. Maybe the Greeks had a word for it—and you know Greek.

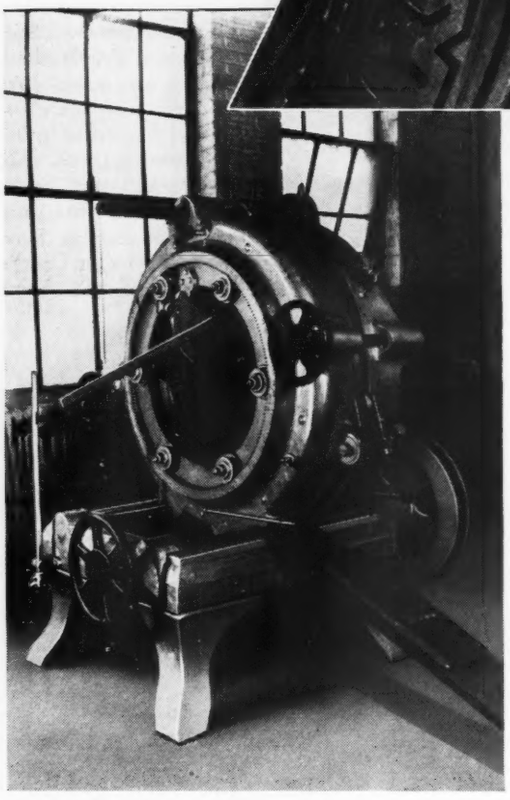
Headlight Glare Tip

CREDIT for this tip belongs to Stu Hawley, Texaco's national road reporter. If you are bothered by the reflected glare of your own vehicle's headlights when driving in rain or a snow storm, turn your headlight beam on low and light the dome lamp. The light behind the windshield will counteract the reflection and make the roadway visible.

Some Mixer!

IT'S better to wind up on a wet note than a dry one. Hence this report of some sort of a record made by the bartender who did the shimmying honors at a cocktail party given during the Cleveland Service Industries Show by the Chilton Co. (papa to us). Our rough count showed that in 180 minutes he mixed 300 old-fashioneds, martinis, manhattans, sherry specials and the silly-looking swill that the sissy-drinkers call cocktails. If you can tie that or beat it, come up and see us some time.

The old tread is first removed by buffing (far right), new tread stock is then applied from shoulder to shoulder (center). At right is retreaded tire fresh from mold and ready for the road. Below—The mold used in this retreading process



A NATIONAL SURVEY OF

Retreaded

IN a national survey conducted by COMMERCIAL CAR JOURNAL to determine the value of retreaded tires, the weight of evidence falls heavily on the side of retreading as a definite fleet economy.

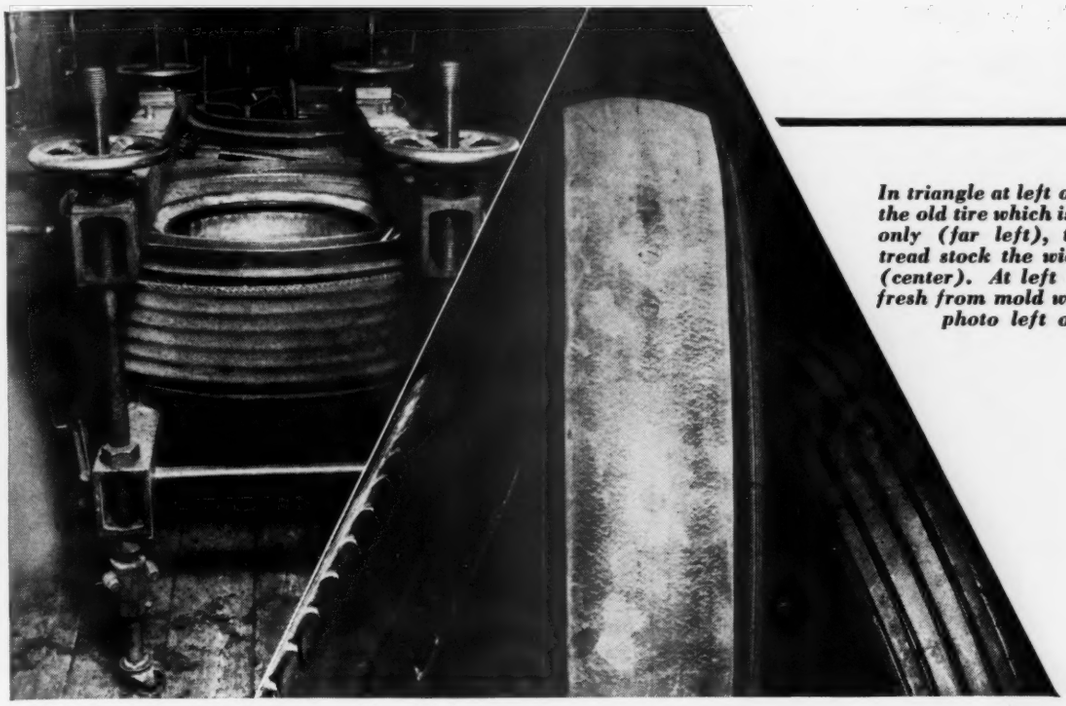
The returns did not establish definite answers to all of the questions asked. They could not because of the variable nature of fleet operation. For instance, examination of the returns indicates that the type of service to which retreaded tires are best adapted depends upon varying factors within the individual fleet operation with the result that each fleet manager must work this answer out for himself. Much the same is true of the answer to the question concerning the economy of retreading the different sizes of tires. Examination also shows that retreading has not yet settled down to anything like a stable price nor have the retreaders come to any agreement on how far they will go in the matter of guarantees. It is possible that there never will be one answer to these last two questions that will be agreeable to all retreaders.

It was hoped that the survey would make possible the charting of a foolproof course for operators inexperienced in retreading, but the variables make this impossible. The most that can be said—and it is enough—is that they will find an abundance of valuable information which should make it possible for them to chart their own courses, courses which depend (if we may use nautical terms in describing fleet operation) upon the vessels used and the seas they navigate.

There is one point on which all the fleet operators and all the retreaders are in agreement. No fleet operator is eligible for retreading economies if he neglects his tires at any time of their life. Tire care is such an important factor that most fleet operators will not consider retreading any but their own tires.

First, it must be recorded that the tire manufacturing companies did not contribute anything to this discussion, so it is free from influence from that quarter—whatever that influence might be. They were invited to contribute information but they gave none.

There are three major processes of retreading. One consists of buffing off the worn tread until it is flat, and filling in the local low spots with a gum rubber. A new tread is then cemented on and the tire is cured with heat in equipment so designed that only the tread gets hot. The sidewalls remain cool all through the curing process. The tread applied is the same width as the original tread. Tires suitable for



In triangle at left operations shown are the old tire which is buffed on the tread only (far left), then recapped with tread stock the width of the old tread (center). At left is the retreaded tire fresh from mold which is shown in the photo left of the triangle

FLEETS REVEALS THE MONEY-SAVING FACT THAT

Tires Repay and Repay

They Cost from 25 to 70 Per Cent of New Tires and Give from 20 to Over 100 Per Cent of New Tire Mileage, Fleetmen Say

QUESTIONS!—Here are the questions asked fleet operators in a national survey of tire retreading made by Commercial Car Journal.

1. What is the cost compared to a new tire?
2. What service do you get as compared with a new tire?
3. What mileage are retreaders guaranteeing? Do they back it up?
4. Do retreads stand up better in one type of service than another?
5. Which sizes are economical to retread?
6. Will you increase the use of retreaded tires with tires at their present price? If prices advance?

ANSWERS!—1. The cost is reported to be from 25 to 70 per cent of the cost of a new tire, depending upon the locality and the process.

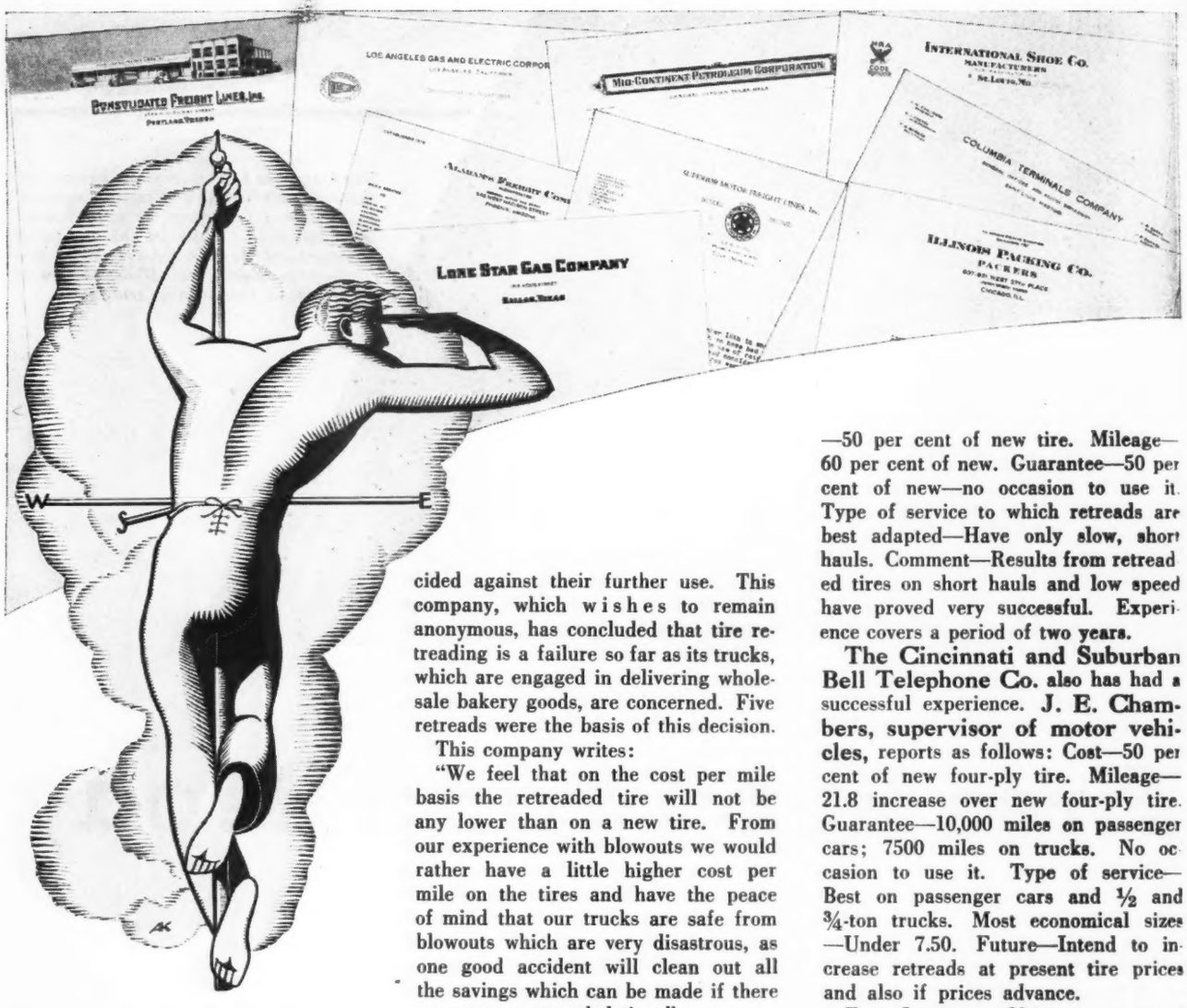
2. The mileage ranges from 20 to well over 100 per cent of new tires.
3. Some retreaders give no guarantee, some guarantee against defective material and workmanship only, and others guarantee 20,000 miles.
4. The type of service to which retreaded tires are best adapted is given in individual cases to cover almost every known use for a tire.
5. Fleet operators have different ideas about which sizes are economical to retread. Some say small sizes and others say large sizes. One operator finds retreading four-ply tires an economy while others believe only heavy-duty tires are worth retreading.
6. Some fleets will use more retreads. Others will continue as they are.

retreading by this process must have a little more rubber left on them than is required in the other two. However, this varies with the individual operator of the retreading business. This process is known as recapping.

ANOTHER process of retreading is to remove all of the tread rubber and the breaker strips. The breaker strips are then replaced and a new rubber tread is fitted that comes well down over the shoulder of the tire. The new tread is then cured with heat in a mold. In some cases it would be impossible to tell a tire so treated from a new one unless it was marked.

The third process is a bead-to-bead coverage with new rubber and new breaker strips installed. For the most part this job is done by the tire factories using regular, new-tire molds although this process is gaining as a field procedure. When well done, the casing looks like a new tire.

With all of these processes the success of the operation seems to depend to a large extent upon the skill of the tire retreader. None of them is foolproof nor has any of them reached the



stage where an inexperienced operator can read the instructions and proceed to do a good job. The skill of the operator or the lack of it may account for some of the contradictions in the reports of the various fleet operators.

In reporting on the result of the national survey on retreaded tires we must first eliminate from consideration seven written communications from very large fleet operators from the middle West. These communications do not indicate that the fleet operators have any prejudice against the practice of retreading tires or that the managements have heard any reports that cause them to shy away from retreading. They merely state that the fleets have not had any experience with retreaded tires. This should not be construed as meaning that the operators of the middle West are backward in investigating this possible new economy because other fleet operators, both large and small, in this same territory gave us detailed accounts of their experience with retreaded tires. Only one of these companies has definitely decided against their further use. This company, which wishes to remain anonymous, has concluded that tire retreading is a failure so far as its trucks, which are engaged in delivering wholesale bakery goods, are concerned. Five retreads were the basis of this decision.

This company writes:

"We feel that on the cost per mile basis the retreaded tire will not be any lower than on a new tire. From our experience with blowouts we would rather have a little higher cost per mile on the tires and have the peace of mind that our trucks are safe from blowouts which are very disastrous, as one good accident will clean out all the savings which can be made if there are any on retreaded tires."

W. H. Krippe, superintendent, Illinois Packing Co., Chicago, has an open mind on the subject but has this to say relative to his own fleet:

"In reply to your questionnaire regarding the retreading of tires, we find in our business which at present covers only city delivery that the mileage on our trucks per day runs too low to have much wear on the tread of a tire. The age of the tire, therefore, is such that the fabric is rotted before the tread of the tire is down so that retreading would be necessary."

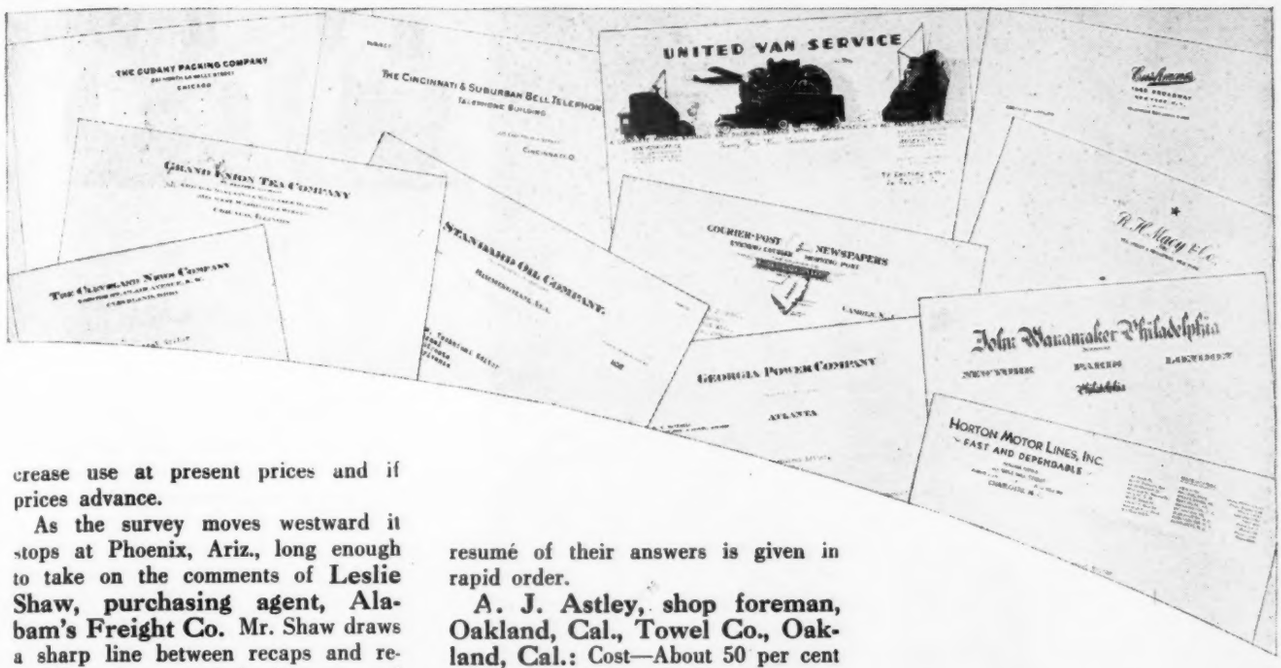
A. J. Karp, Cleveland News Co., Cleveland, Ohio, answers by saying that he has used only four retreaded tires and these, at a cost of 50 per cent of the cost of new tires, have given him 30,000 miles so far. Mr. Karp does not believe that this limited use of retreaded tires entitles him to a definite opinion.

A St. Louis company, the **Columbia Terminals Co.,** has gone into retreaded tires deeply and **Ben F. Weber** gives us a complete report by answering our questions in order: Cost—50 per cent of new tire. Mileage—60 per cent of new. Guarantee—50 per cent of new—no occasion to use it. Type of service to which retreads are best adapted—Have only slow, short hauls. Comment—Results from retreaded tires on short hauls and low speed have proved very successful. Experience covers a period of two years.

The Cincinnati and Suburban Bell Telephone Co. also has had a successful experience. **J. E. Chambers, supervisor of motor vehicles,** reports as follows: Cost—50 per cent of new four-ply tire. Mileage—21.8 increase over new four-ply tire. Guarantee—10,000 miles on passenger cars; 7500 miles on trucks. No occasion to use it. Type of service—Best on passenger cars and ½ and ¾-ton trucks. Most economical sizes—Under 7.50. Future—Intend to increase retreads at present tire prices and also if prices advance.

From Lancaster, Ohio, come a set of terse and decisive answers. **Floyd Barker, Barker Motor Freight Lines,** relates his experience: Cost—50 per cent of new tire. Mileage—Guaranteed 20,000 miles. Guarantee—Have had occasion to use guarantee. Type of service—Front wheels and city service. Economical sizes—32 x 6 to 10 ply and larger. Future—Intend to increase the use of retreads at present prices and also in event of advances. Comment—Oversize tires can be retreaded at a saving. Best jobs are done by the factory, not local stations.

If, as a matter of convenience, we may be permitted to consider Buffalo, N. Y., as part of the Middle-West, we will give you the response of **Albert Scheu, fleet superintendent, Lang's Brewery, Bakery and Creamery:** Cost—About 50 per cent, less in some cases. Mileage—So far, better than 50 per cent. Guarantee—About 50 per cent. Have had occasion to use it. Type of service—Better on some types (does not explain which types). Economical sizes—Larger sizes. Future—Intend to in-



crease use at present prices and if prices advance.

As the survey moves westward it stops at Phoenix, Ariz., long enough to take on the comments of **Leslie Shaw, purchasing agent, Alabam's Freight Co.** Mr. Shaw draws a sharp line between recaps and retreads as do most of the far west and coast operators. His comments are:

"We are not at present using any retreaded tires. Our experience has been that they last about half as long as new tires and in this climate will not stand up as long as in cooler climates. Have had some run 40,000 miles 'and some fail within a hundred miles. A few have been replaced.

"We have found that the recap is just as satisfactory and costs about one-fourth as much as a new tire. Have used them several months and believe they are a good investment."

When the survey arrives at the West Coast it is met by a brass band. There is only one horn out of tune. It is blown by **W. E. Parrish,** partner in **W. H. Parrish & Co., Oakland, Cal.** Mr. Parrish is not in harmony with the retread idea and gives his reasons: Cost—Do not know exactly. Mileage—Do not know exactlv. Some lasted one month, some six to eight months. Biggest mileage was roughly 20,000 miles. Guarantee — workmanship and material only. Some replaced. Some refused. Type of service—Stand up longer if not used in the hot valleys. Economical sizes—Do not know. We use only one size. Future—Do not intend to use retreads any more. Comment—We used retreads for about two years but discarded the plan. They blew out too often and we do not like them. Perhaps that is because we operate almost entirely in the hot valleys going from Eureka to King City.

The next 12 operators visited by a representative of COMMERCIAL CAR JOURNAL were heartil in accord with the practice of tire retreading but their individual replies are interesting because they differ as to detail. A resumé of their answers is given in rapid order.

A. J. Astley, shop foreman, Oakland, Cal., Towel Co., Oakland, Cal.: Cost—About 50 per cent of new tire. Mileage—About the same as new tire. Guarantee—Same mileage as new tire. Two instances of failure. Both were made good. Type of service—Last longer on smaller trucks and on long runs. On short runs last from one-third to one-half less. Economical sizes—Retreading pays on any heavy-duty tire. No difference as to size as long as tire is heavy-duty. Future—Intend to keep on regardless of price. Only on heavy-duty tires. If new tire prices go up, retreading will keep pace. Comment—We consider retreading a big success.

V. M. Lewis, manager, Acme Transportation Co., Oakland, Cal.: Cost—About 40 per cent of new tire. Mileage—About 80 per cent of new tire. Guarantee—Only workmanship and that rubber will not come off. Adjustment is made on the basis of 60 per cent of the mileage of a new tire. Type of service—Best adapted to slow work in town on short hauls. Work well on long runs if truck is not overloaded. Will not stand up like new tire. Economical sizes—Very little difference as to size. Future—We shall use all the retreads we can, though none except from our own carcasses. If new tire prices go up we shall go outside into the open market and buy more retreads. Comment—Our experience has been satisfactory.

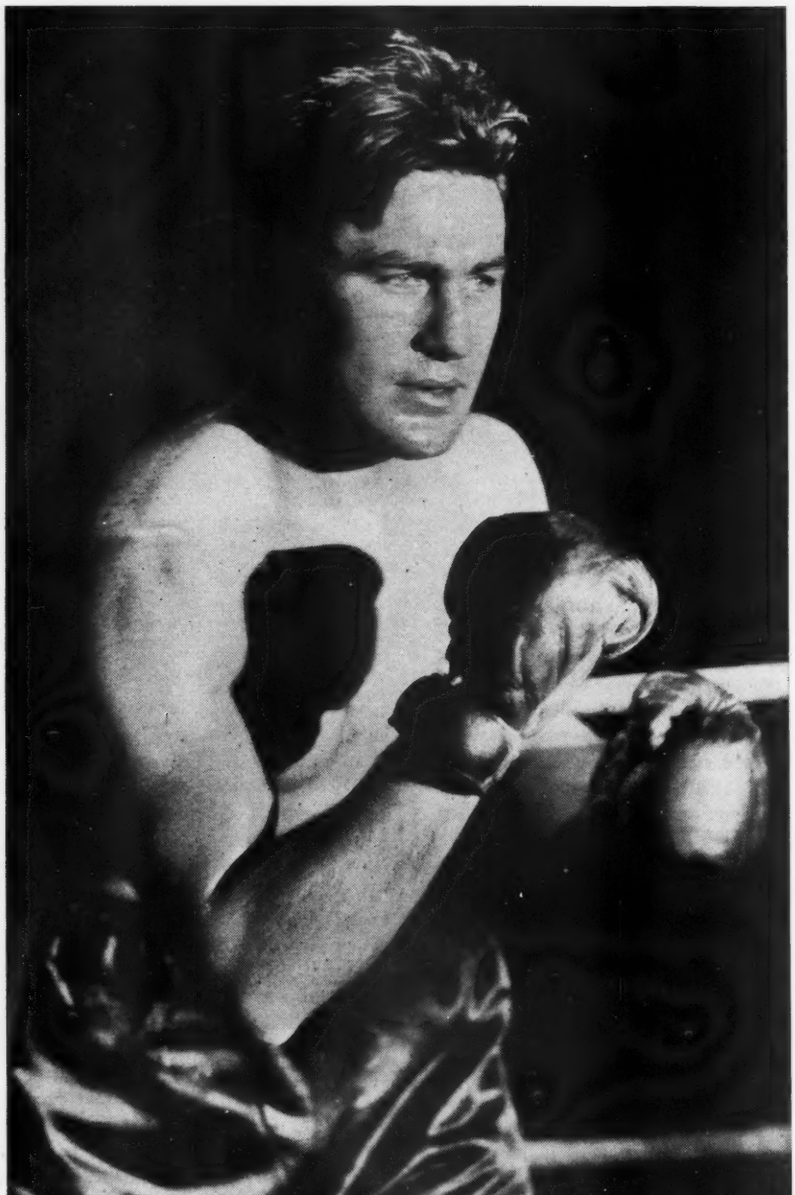
Roy O'Donnell, shop foreman, Morris Draying Co., Oakland, Cal.: Cost—About 20 per cent of new tire. Mileage—About 75 per cent of new tire. Guarantee—20,000 miles. We have found it necessary to replace only two tires. Type of service—No difference. Put 'em on and turn 'em loose. Economical sizes—About the same on all sizes. Future—Shall increase their use as fast as we can regardless. Comment—We are decidedly in favor of retreads.

H. E. Wills, shop foreman, Continental Baking Co., Berkeley, Cal.: Cost—About 50 per cent or less. Mileage—About the same as new tire. We retread each carcass only once. Guarantee—About the same as a new tire. Neither guarantee is worth anything. Type of Service—6000 miles or better on rough roads and curves. 20,000 miles in the hills and 35,000 miles on good flat roads. Economical sizes—The bigger sizes stand up better but not the balloons. Most success with 32 x 6. Future—Intend to keep on using them. Comment—Retreading is successful if carcass is good. Must he retreaded before they are too worn.

Reuben Gilbert, shop foreman, Costs Laundry Co., Oakland, Cal.: Cost—About 50 per cent of new tire. Mileage—More mileage on retreads than on new ones. Guarantee—No guarantee. Type of service—Our tires are all used in same type of service. Economical sizes—About the same. Future—Intend to keep on using them. Comment—Have used retreads for 10 years and find them very successful.

Earl Crowton, chief mechanic, Merchant's Express and Drayage Co., Oakland, Cal.: Cost—About 50 per cent of new tire. Mileage—About 50 per cent of new tire. Guarantee—Mostly against defective materials and workmanship. Type of service—Best on short runs. Economical sizes—Small sizes do better. Future—Cannot say. Comment—Retreads work very well. We are satisfied.

(TURN TO PAGE 64, PLEASE)



Armstrong-Roberts

Put Up Your Dukes . . . .

Because the Legisla Century Is On and a Be Made to Knock Legislation and Drown

BY GEORGE T. HOOK, EDITOR,

THE legislative battle of the century is on.

Congress and the legislatures of 44 states are meeting to consider legislation, much of it conceived in the sacred name of unemployment relief, that simply means a lot of added burdens to highway transportation if it is passed.

It's a battle royal in which the man who doesn't protect himself will get laid out for the count. That puts it up to the truck industry to don its fighting togs, get busy with its dukes and toot the horn of honest propaganda in its own defense.

And most fortunate it is that the emergency finds the truck industry better organized to meet it than at any time in its history. Practically every state is organized, although admittedly some states have the nucleus of better fighting units than others. Then these state associations are united into the national organization that is making itself known and felt in Washington—the American Trucking Associations, Inc. Besides there is the National Highway Users Conference, which has its finger on the pulse of affairs in all state capitals and is well equipped to develop and distribute the facts of highway transportation.

SHIPPERS, farmers, motorists and business men will undoubtedly be in the fight on the side of truck users. The National Industrial Traffic League, the National Grange and American Farm Bureau Federation, and the American Automobile Association are all committed to the defense of truck users against the railroad idea of fair legislation, taxation and restrictions. It begins to look, too, as if the truck industry may expect the support of the Chamber of Commerce of the United States on the uniform size and weight code proposed by the American Association of State Highway Officials and okayed by all highway user interests. A special committee of the Chamber has recommended that the Chamber give its approval to the code. It was only fulfillment of the expected when two of the railroad men on the committee presented a minority report against the code.

The railroads and their misguided supporters have been picking a fight

Rittase

. . . . and Toot Your Horn

tive Battle of the Furious Fight Must Out Railroad Inspired Railroad Propaganda

for a long time. Well, they're going to get it. No doubt about that.

The fight in Congress will center around regulation of common and contract trucking operations in interstate commerce. Reports from Washington indicate that the regulatory bill which Federal Coordinator of Transportation Eastman will submit goes a long way toward giving the trucking industry the sort of ticket that it will vote for. Naturally the railroads will be suspicious of any regulation that has the endorsement of trucking interests. Which means that, to use General Johnson's quaint phrase, the ants of opposition will bestir themselves in the railroads' pants. The railroads will have a lot of fires to put out for themselves, but they'll still find the time to build a good one under the trucking industry.

IN fact, it may be expected that their pet punch will be reciprocal regulation —why be lenient with trucks when you're tough on us? But Congress isn't likely to oppose an Administration measure if that measure is liberal in its provisions and is not opposed by the group to be regulated.

For that reason the odds are against passage of the bill introduced in the Senate by Senator King of Utah. It is sponsored by the National Association of Railroad and Public Utilities Commissioners, and so it isn't surprising that it's almost a carbon-copy of the old Rayburn bill which, in its possible effects on the truck industry, embodied all the virtues of an electric chair, gallows and garrote. The only difference is Section 13. This provides that when joint rates are established between a railroad and a trucking company, those rates would be subject to I.C.C. control and not the regulatory Act. It would mean that railroads making a joint rate with their subsidiary truck lines would still be usbject to the interstate commerce Act.

If Eastman's Bill conforms to the analysis given on page 26 of this issue, there's no doubt that the railroads will back Senator King's bill (S. 394 to anyone who wants to write for a copy) and use it at least to effect a more stringent compromise if the Eastman bill appears to have the better chance of pas-

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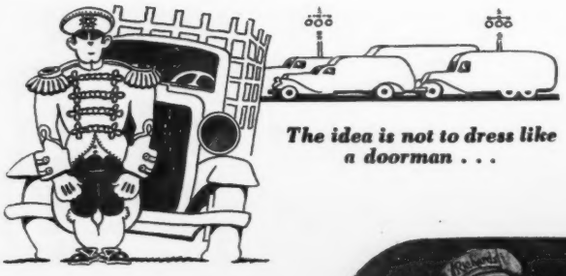


The idea is not to dress like a doorman . . .

Fig. 1—$4.25

Fig. 2—$4.25

Fig. 3—$28.65 (combination)

Fig. 4—$3.95

Uniforms Wonders

Operators Claim Discipline and Drivers That In

By DEWITT

CLOTHES may not make the man nor uniforms an army, but evidence presented in this article proves that a fleet can get much of value in the way of increased efficiency and desirable advertising by taking truck drivers out of cast-off civilian clothing and putting them in uni-

WHAT are the benefits of a uniform besides fluttering feminine hearts? Are the benefits of uniforming your drivers worth the expense? If you decide to uniform your men, what are the most practical and distinctive colors? What kind of material is most suitable? Who should pay for the uniform?

To answer these questions, the following data was carefully gathered and represents the opinions of the operators of a dozen fleets. Companies investigated were some of the most progressive in their respective fields.

To get the matter in as definite a form as possible, a questionnaire was prepared and placed before the traffic managers of the companies.

Is it profitable to uniform drivers at all?

Of the organizations queried, one did not uniform its drivers. This was the California Laundry of Los Angeles, operating 40 trucks. The reasons of this firm for not adopting a uniform are well summed up by the manager of the company, E. M. Govnia.

"Our men are primarily salesmen. Driving is incidentally a part of their work. No uniforms are required. However, white shirts and trousers are worn, and are serviced by the company."

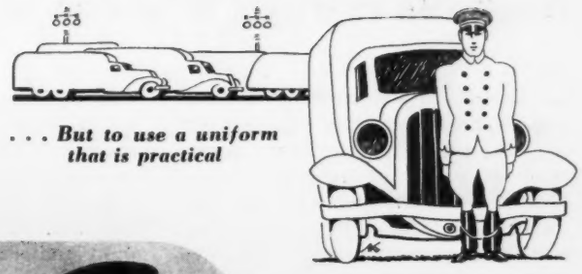
Outside of this single exception, the replies to the question on uniforms or no uniforms were all in the affirmative.

Uniforms of one kind or another have been adopted by department stores, express moving companies, bakeries, dairies, oil companies, local and long distance trucking companies, etc.

LOOKING over the answers to the question of the cost of the uniform, the prices were discovered to range from $4.25 for the simple coveralls and cap

Fig. 5—Part of Fig. 3

Fig. 6—$4.50



. . . But to use a uniform that is practical

Fig. 7—$72.50

Fig. 8—See story

Perform In Fleets

Uniforms Promote Confidence Among crease Efficiency

MILLER

forms. Practical, inexpensive uniforms—not the ornamental nonsense worn by drum-majors and night-club doormen.

The article informs you on uniforms, with opinions of fleetmen and information on costs, materials, colors and who pays for the duds.

worn by the drivers of the Bekins Van and Storage Company to $75 for the drivers of a jewelry store operating in Philadelphia.

The uniform of the delivery drivers for one department store questioned consists of the following items: blouse, $6.50; trousers, $6.80; cap, $2.50; shirt, $1.45; and tie 50 cents.

Of course, it is a general rule to sell employees a full outfit, consisting usually of at least two trousers, half a dozen shirts, and two caps.

The Helms Bakeries of Los Angeles, operating 225 trucks, has complete outfits consisting of: (see Fig. 3) six shirts, one sweater, three trousers, one cap, two cap tops, two coats, and a tie. The whole outfit costs $28.65. The caps used by this company are specially constructed, having a wicker insert in the top which keeps the cap in shape and the head of the wearer cool during hot weather. The tops may be taken loose from the frame of the cap. Two tops are provided, so that a clean one is always ready. The compartment in the top of the cap is used by the men for keeping spare change.

CLOSELY allied with the bakery trade in the matter of cleanliness and the necessity of typifying cleanliness in the uniforms of the men is the dairy trade. The Adohr Milk Farms of Southern California, 300 trucks, (see Fig. 6), has a pure white uniform priced as follows: trousers, $15.65 per dozen, shirts, $13.75 per dozen; caps, $16.50 per dozen; cap covers, $7 per dozen.

In contrast to the dairy and bakery trades is that of the general trucker. He does all sorts of hauling from silk panties to oil-well tools. Therefore, his uniform must strike a different note. The Richards Trucking and Warehouse Co., Southern California, Fig. 2, has a

UNIFORMS PERFORM WONDERS IN FLEETS

simple uniform consisting of corduroy trousers, broadcloth shirt, and whipcord cap. The name of the company is embroidered across the front of the cap, back of the shirt, and over the shirt pocket. The cost of this uniform is: shirt, $1.50; trousers, $1.50, and cap, $1.25, making a total for one uniform of $4.25.

As the general rule the drivers are required to pay for their own uniforms, although the practice varies in details. In some cases the uniforms are bought wholesale by the firm, and the drivers are given the discount obtained through this large scale purchasing. In other cases the drivers are allowed to purchase their own uniforms as long as they agree with the specifications of the company. This latter group naturally includes those firms whose uniforms are not elaborate or specially designed.

THE Union Oil Company of California has the drivers purchase all of their own uniforms with the exception of the caps, which are handled by the purchasing department of the company. The Bekins company buys the uniforms of its employees, and gives them to the men without charge.

On the matter of the most suitable colors and fabrics E. Power, manager of properties and facilities for the Union Oil company, makes the following statement:

"Uniforming of our tank drivers is a matter which has been given a great deal of attention during the past several years, and due to the varying climatic conditions in which we operate, it has been impossible to arrive at a strict standard of uniform for our drivers. As to color, olive drab prevails."

The color of the uniform strikes the keynote of the business. If the work is heavy, it should be practical, dark, and such as will not show dirt easily. If cleanliness is the aim, as was stated by the answer received from the Adohr Milk Farms, white is the ideal color.

The color scheme of the uniform of one large department store is: light burgundy shirt, black bow tie, maroon blouse and trousers. The material of the uniform is: shirt, broadcloth; tie, leather; blouse and trousers, whipcord.

On the other hand, the Helms Bakeries, Fig. 5, uses a simple but appropriate gray uniform of herringbone material. During the summer months a white shirt is worn, while in the winter a gray coat of the same material as the trousers is added.

The outfit of the Bekins van company is made up of a dark blue cap, and coveralls of a special material called "express strip." The whole effect fits in well with the heavy type of work in which the men are engaged. Fig. 1.

On the Pacific Coast general trucking front there is a strong trend toward uniforming the drivers. Four large fleets in the Southern California area are: Keystone Express, Southern California Freight Lines, Richards Trucking and Warehouse Company, and Pacific Freight Lines—they all uniform their drivers.

DRIVERS for the Santa Catalina Island Co., California, are furnished uniforms by their company. Uniforms consist of a yellow straw hat costing $1, trousers of blue suiting at $1.40, blue covert-cloth shirt at $1, and a red sash at 55 cents. Trousers have a bell bottom with red stripe on side. Fig. 4.

In the East, H. R. Macy & Co., New York City, sells its uniforms to drivers and helpers on a refund basis so that in the final analysis the store pays for them. The system is to supply a new man with a uniform and charge him $1 a week for it until 75 per cent of the cost is collected. If the man remains in the company's service for a year and his record is good and his uniform has been maintained in good condition, he is refunded the money deposited by him. Repairing, cleaning, pressing are done by the men. Fig. 8.

Two sets of uniforms are provided each year. The summer uniform consists of a light broadcloth material. Drivers wear gray trousers, blue shirts, black ties, black shoes and gray caps. Their winter uniforms consist of jumpers trimmed with chromium buttons, two pairs of trousers, cap, blue shirt and black bow tie. The tie and shirt are sold outright to the men by the store at a discount. They are required to buy four shirts every six months. Shirts are of broadcloth, uniforms of whip-cord. In winter men wear a short coat of the same material as the uniform which is supplied to them on the same basis as the rest of the uniform. As the store makes a special purchase of the uniforms, no estimate of the costs could be obtained.

J. E. Caldwell, jewelers of Philadelphia, supply and pay for drivers' uniforms as well as for all necessary valet work. These uniforms represent the most expensive of any discussed here. Caldwell customers demand special service and the company is strict on its uniforms. The outfit consists of puttees, breeches, shirt, coat, tie and cap. Drivers buy their own shoes. Puttees cost $5; breeches and coat, $30; overcoat, $37.50; white shirts and black shoes are the men's. The material is of whipcord. In summer drivers wear light weight coats open at the collar. Valet service and repairs are taken care of by the company who replaces complete outfits once a year, with the exception of the overcoats which usually last two or three years.

The president of one concern said: "You can't afford to have drivers advertising nothing except the shirt and pants business, when they are such a good medium to constantly publicize your own firm. Besides the morale of your men will suffer if you fail to take advantage of the psychological influence of the uniform." Fig. 7.

WHICH brings us to the real heart of the matter. What are the concrete advantages of uniforming the drivers?

In the questionnaire placed before these concerns this vital question was put down in black and white to prevent ambiguous answers.

The questions read as follows:

"Which of the following advantages do you believe are gained from uniforming your drivers? (Check as many as you think are true in your business.)

a. The uniform identifies the driver with your firm and so acts as a piece of advertising.
b. The uniform aids in maintaining the morale of the driver.
c. Psychologically the uniform impresses on the driver his connection with the firm, and thus aids in securing his loyalty.
d. A uniformed driver characterizes the firm employing him as progressive and sound."

When the answers were all in, a very surprising thing came to light. Practically all of the companies answering checked all the above reasons.

A uniform is good advertising for your company. It helps in the eternal battle for morale. An army without a uniform is a mob. The uniform does identify the man with his company. No man can put on every day that uniform that is the distinctive emblem of one concern without coming gradually to feel a certain personal connection with that organization which far exceeds the mere fact that he draws his pay check there. The psychology of that point is sound. Then there is the last point—the uniform is a means of impressing customers with the solidity and reliability of your business.

The man in uniform casts his shadow on the balance sheet.

Ears to the Ground

Giving You Information Some of Which is Inside, Some Advance, and Some Just Unusual

Continental Strikes Oil

Continental Motors has entered the truck field with an oil-burning, spark-ignition engine. Three basic Continental overhead valve engines have been converted to utilize ordinary No. 1 furnace oil. They cover a horsepower range from 92 to 121 hp. During the year the power range will be widened. The new type is said to give the same efficiency with fuel oil as obtained from good commercial grades of gasoline. No differences can be discerned in acceleration power and smoothness. Smoke is absent at variable loads. During deceleration only slight puffs of white vapor are visible. Economy is obtained because of the direct saving in fuel cost and the increased miles per gallon. If you want complete details just mark a big "X" in the lower right-hand corner of the postcard on page 74. Yes, right in the corner.

A Radial Diesel

Continental also started the New Year with a radial-diesel. It's not intended for the truck field but the factory has in mind the development of a full line of similar engines with a wide range of horsepower to meet all transportation needs. The one being shown produces 635 horses. It's a two-cycle, single-sleeve valve, supercharged, 10-cylinder job. It's a whopper.

New Gasoline—a Natural

There is a new gasoline on the market made entirely from natural gas. That's the word we get from the American Petroleum Institute. The manufacturer is the Phillips Petroleum Co., Bartlesville, Okla.

New Lubes, Too

New type lubricants are on their way up. We have a promise that the numerous grades of automotive lubricating oils marketed will be limited to two—summer and winter. The oils are produced by blending with "exanols," and the blends are said to be superior not only in assuring low consumption, reduced carbon and sludge-forming tendencies, but will flow freely in winter and maintain piston seal in summer.

Mud-and-Snow Tire

Firestone has a new "mud and snow" tire with a special traction tread, but it's being made only in passenger-car sizes. The scientific design eliminates the need for chains, it is claimed. It provides easy stearing in rough going and smooth riding on paved roads.

It's Hot Stuff

A new windshield wiper is ready for the market that insures perfect vision in sleet, snow and rain. The wiper blade is electrically heated and fits any windshield wiper arm. If you want more details, including price and the fleet discount, just say so and we'll see that you get them pronto.

Two-Speed Axle for Ford

The Columbia Axle Co. has a two-speed axle for use with the Ford V-8 passenger-car chassis. The available ratios are the standard Ford 4.11 to 1, and overdrive ratio of 2.94 to 1. The claims are a 28½ per cent reduction in speed of all parts, smoother and quieter operation, upward of 30 per cent more miles per gallon, up to 50 per cent less oil consumption, and 40 per cent farther travel on a given number of engine revolutions.

Praise from Sir Hubert

Of great moment is the changed attitude of a man prominent in truck engineering circles who has been a wisely severe critic of diesel engines. He now thinks that diesels have gotten somewhere since he rode them hard a few years ago. In fairness, it must be said that his attitude was never short-sighted. He took the diesels as they were and criticized them as they were—not their potentialities.

FREE!

Use the Convenient Postcard on Page 74

Note the reference letters below and simply check the corresponding letters on the postcard.

E—Complete details of a new method of removing paint.

F—A New Practical Brake Manual, by Gatke Corp. Complete with diagrams

G—Toledo Water Pump Parts Catalog—complete specifications for all cars

H—The World's Most Popular Pneumatic Tools

Special Offers:

For additional Special Offers A, B, C and D turn to page 74.

A Tractioneer—Hip! Hip!

If you have an operation where the going is tough you'll want to know all about the traction device described on page 41. It's the Hipkins Tractioneer an there's an interesting booklet available that deals exhaustively with the results of performance tests. You can have it.

Tiny Torpedoes

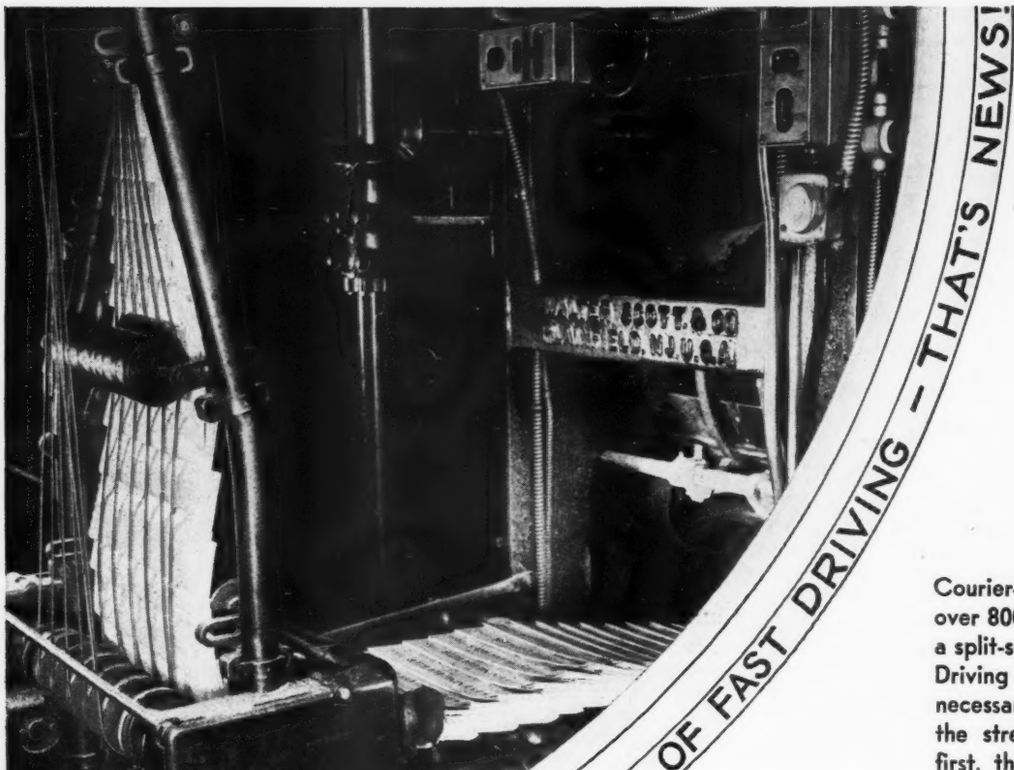
Kaye Don, the British racing driver, said on his arrival in this country that within two or three years there will be small automobiles, driven by light compact engines, whizzing overland at 280 to 300 miles an hour. Hold on to your chair, if that one staggers you. Or perhaps you had better read the rest lying down. The motors, still in advanced experimental stages, will turn over at 12,000 r.p.m. as compared to the present maximum for specially designed engines of 7000 to 8000. Don't doubt anything except the time element. We may have the engines in two or three years, but it'll take much longer than that before we have express highways to handle the wheeled bullets.

A Headache is Born

The definite trend in this direction is indicated by the experience of one of our large manufacturers. He is reported experimenting with a 160 cu. in., 8-cylinder engine which hits up a road speed of 90 miles an hour in a chassis weighing 2000 lb. It performs circles around the big job after which it was patterned. All of which is a current headache.

Two-Cycle Diesel

And the future of diesels, we hear, involves the two-stroke cycle. H. O. Farmer, chief designer of the British Petter's, Ltd., revealed a definitely progressive step. His firm has a two-cycle diesel engine which works without an air-charging pump (heretofore considered a necessity) and which will develop more power per litre (blame the British) than that expected from an unsupercharged four-stroke engine. This should lead to lighter and more compact engines.



Courier-Post drivers operate over 800,000 miles a year under a split-second delivery schedule. Driving at the terrific pace necessary to get the news on the streets of Camden, N. J. first, they have established an exceptional safety and no-accident record. How they combine safety with speed is told in this story.

A Daily Paper's Safety Record Makes the News

Preventive Maintenance and Safety Bonuses Make Fast Drivers Safe in Scramble to Get News On the Streets

"OH, bo-o-y, copy!"

A small boy, limber from a lot of running, thunders the length of the editorial room. In his hand he holds odd lengths of news copy just off the teletype. His all-leather shoes clatter over the wooden floor. He leaps a jay-walking waste-paper basket and comes to a sudden stop at the elbow of the city editor.

"Here," he says, handing the copy to that work-horse of the daily newspaper.

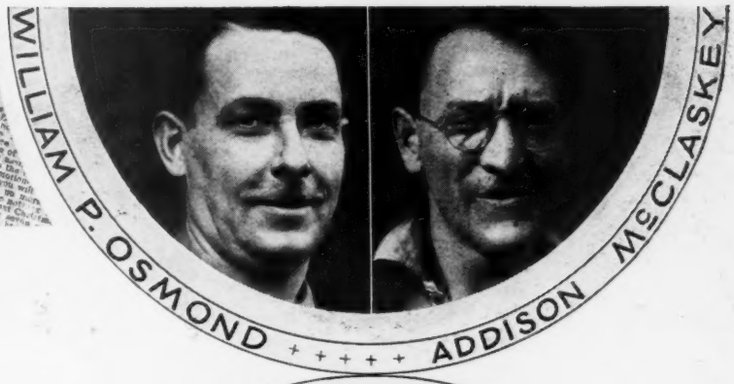
Quickly and methodically the news is passed around to waiting desk men. Their pencils work hurriedly and in a few minutes the copy is edited, headlined and passed back to the city editor. He shuffles the odd pieces around, pauses momentarily to fit in a stray paragraph, gives the completed story a quick glance and shoots it down the tubes to the linotypers.

Shortly afterwards the presses begin to run. A deafening roar fills the press room. The huge press vomits newspapers at the rate of 1600 a minute. A rope belt carries them out of the press room into the delivery room, where they are scooped up by waiting boys, bundled and stacked into trucks, the overworked "horses" of modern newspapers.

PAUL SKOLSKI and James Ryan, drivers par excellence for the *Courier-Post* of Camden, New Jersey, pull out in their trucks when the last bundle of papers is stacked. So begin their runs. Paul's schedule calls for 28 stops covering 25 miles in 1 hour and 20 minutes. James' has 52 stops covering 18 miles in 60 minutes.

And marvel of marvels, at these terrific paces neither driver has had an accident since 1929. Both have received National Safety Council awards for the past five years!

These two drivers, however, are not



By **WILLIAM P. OSMOND**

Transportation Manager,
Courier-Post, Camden, N. J.

the *Courier-Post's* only claim to safety, as newspaper fleets go. Our drivers have a lot of trying conditions to put up with. The time element is important. It is hard to reconcile the legend "stop a minute and save a life" with the newspaper legend "the news must go through." And yet we do reconcile these two and not only deliver our editions in split-seconds but we deliver them safely. The men who make the hardest runs have the best safety records. In addition to the above two, there are 14 other truck drivers and 11 road men doing in all over 800,000 miles a year.

Once our accident record was pretty bad. Camden has been known as the world's greatest accident area because of the heavy traffic through the city and suburbs going towards all parts of the Jersey coast. When the *Courier-Post* went on a safety campaign to rid the city of its dubious title, it was thought wise to begin safety at home. Our safety program began in 1930.

Mechanical failures were causing a large part of the accidents our drivers were having. This was due to the nature of our business. Drivers had to make a certain number of deliveries in a certain time which required short stops and quick starts. Under such circumstances bad brakes or steering made the truck a great hazard.

OUR first step in accident prevention, therefore, was to eliminate mechanical failures. All cars, presumably, go out on the road in good condition. A driver must make a daily report on the condition of his truck. This report is made out in detail and in triplicate form, one for the main office, one for the circulation manager and one for the garage. Each form is checked at night and mechanical defects noted on the form are corrected in the truck. In addition, we use a 1500-mile inspection system,

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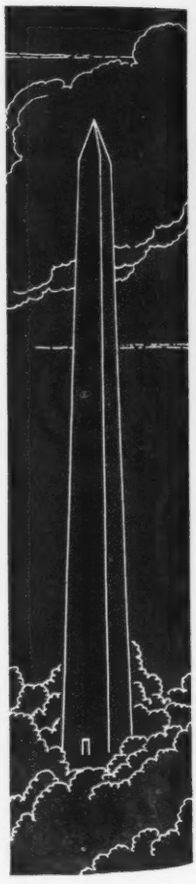
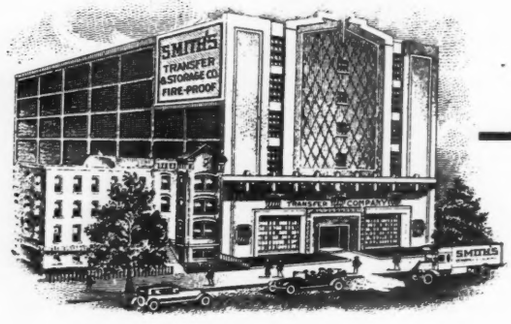


Arthur C. Smith . . he moves Washington's political great

By

STANLEY GERSTIN



ARTHUR SMITH, Washington, D. C., truckman, began at an early age to associate with presidents. When still barely more than a baby, he was taken by his father (now a grand old man of 80) to meet President Harrison. The occasion must have made a profound impression upon Smith junior because since then he has been meeting and moving presidents as well as other prominent officials in and out of the nation's capital.

Curiosity took your reporter below the Mason and Dixon line to see the new Mohammed who was moving statesmen off and on the lap of the government. There he met the man.

Arthur Smith was big, loose and informal. He welcomed the writer with a long arm that had a vigorous shake at the end of it. He smoked innumerable cigarettes and would sometimes vary the routine with a few puffs on a black cigar. It took him a few moments to grasp the purpose of the interview as he had expected to hear an advertising sales talk or a request for contributions (he's a glutton for both). Then he talked of his interests, which proved to be the profitable job of moving officials, collecting letters and signatures from the same, playing politics and joining clubs.

He confessed to being an ardent admirer of Franklin Roosevelt, and in proof of this assertion he produced a folder setting forth the "function and purposes" of America, Inc., of which he is president.

"America, Inc., was organized for the purpose of maintaining and furthering democratic principles of America.

Left—Arthur Smith . . the Dad . . Above—Moving into Wilson's house on S Street

The Man Who Moved President Wilson

. . . Cabinet Members, Ambassadors and Lesser Lights, Such as Senators and Representatives, in the Washington Merry-Go-Round

"And the Democratic party, Mr. Smith?

"And the new deal," he answered.

IT seems that Truckman Smith began at the top by moving Woodrow Wilson out of the White House. Having accomplished that, it was an easy matter to establish and break up camp for official lesser lights. When the war president closed his desk at the executive mansion and retired to his home at 2340 S Street, Arthur Smith moved five van-loads of household belongings from the President's Princeton and Trenton homes to the capital city. One van-load of personal property came out of the White House. There's a picture somewhere on these pages which shows Smith vans backed up to the curb before the famous S Street house and the equally famous Wilsonian furniture piled on the sidewalks of Washington just like anyone else's!

"I now have some of the stuff in storage," he explained.

"Being held?"

"Oh, no! Mrs. Wilson sends me a check regularly every month. I once had a photostatic copy of a check for $1,000, signed by Woodrow Wilson, on the wall of this office, but it disappeared. Don't know what good it's going to do anyone.

"Mrs. McAdoo comes here sometimes," he volunteered, "just to pick up a stick of furniture. Generally it's something for the children."

Smith has also moved smaller fryflashes in the administration pan, official advisors, brilliant organizers, weak administrators, army men, congressmen, etc. He had a letter from all and sundry acknowledging his excellent services "in moving my belongings" carefully pasted in a scrap book that would have warmed an autograph collector's heart. He began to thumb the pages. This letter was from Wilson, another from his secretary, Tumulty also moved. Others from men whose fame and brilliance has faded with the passing years. A sheaf of pages was thumbed over quickly, impatiently.

"Hold on, Mr. Smith, who were they?"

"Aw, those are just a lot of Congressmen who think they are big muck-a-mucks in their state, but no one pays any attention to them when they get to Washington."

AMONG the grand gentlemen and dames moved by Smith and who were once active in the city, once referred to as George Washington's white elephant, were Brig. Gen. Sawyer, prominent in Harding's administration, who broke camp to return to his home town

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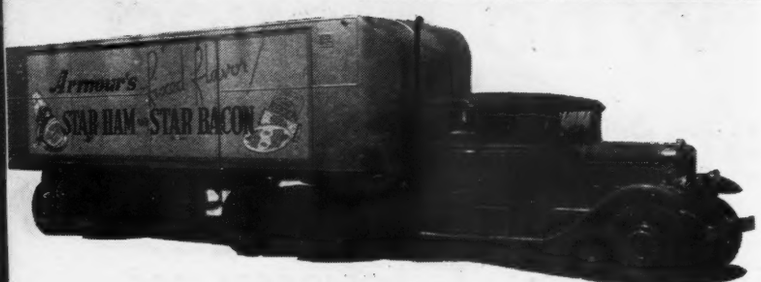


Additional details of any unit described will be furnished gladly on request.

COCA Cola uses this gracefully streamlined model KH-32 Dodge to dispense free drinks as an advertising stunt. If the drink proves as pleasing to the palate as the lines of the truck appear to the eye, success is assured. Pause long enough to look this truck over—it's refreshing.

YOU may think a medieval monster has come to life when you see this 50-ft. baby crawling up a mountain side. However, this baby is not a legend but a modern Four-Wheel-Drive tractor and semi-trailer which roars through the state where the Jayhawkers once rode their prancing hosses. The tank is an all-steel Columbia. A Waukesha 6-125 engine powers the tractor. Schneider Oil Co. of Kansas operates this 18-wheeler.

A CUMMINS HA-6 diesel engine powers this Kenworth tractor and trailer operated by the Tri-State Transport on the West Coast. The trailer body is 24 ft. long, 8 ft. wide and 6 ft. 6 in. high. Loading is on three sides. The compartment in the nose is for tools, etc. The trailer is of the dual axle type. This unit carries the maximum payload permitted by the states in which it operates.

ARMOUR brings home the bacon with this unit. It's a Kleiber diesel Model KD-4 powered with a four-cylinder Cummins engine and sports a stream-lined Reliance trailer with a light-constructed panel body, with sliding doors at rear and sides. Cab is a Kleiber-built sleeper type with a 100 gal. fuel tank underneath the sleeping compartment permitting a cruising range of 1000 miles.

BELIEVE it or not! Grace Brothers, Ltd., Marmon-Herrington distributor in Honolulu, put on a little demonstration with a four-wheel-drive Model A-50-4 pulling up an 8.34 per cent grade with a gross load of 51 tons. This model has a standard and auxiliary transmission with a total of 10 speeds forward and four speeds in reverse.

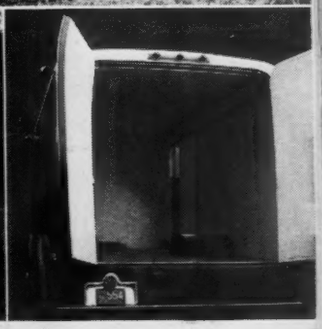
NOT so humble is this slick Ford tractor and streamlined Trailmobile Trailer equipped with a Davis Welding & Mfg. Co. tank and operated by the Humble Oil Co. of Texas. The glass-enclosed underslung cabinets have chromium-plated display compartments, hand rails and fittings. Other cabinets on the sides and rear contain chromium faucets and hose. The 1045-gal. tank is divided into five compartments for gasoline and oil.

In the December Album the cab of the Standard Oil streamlined job is by Autocar and not by Davis Welding & Mfg. Co., as was stated.

The ALBUM

Of Modern Truck Transportation Equipment

WHITE'S new Model 731 equipped with a 12-cylinder horizontal opposed pancake engine (underslung power to you) features a steel van body with its tail turned turtle, built by Baker-Raulang.

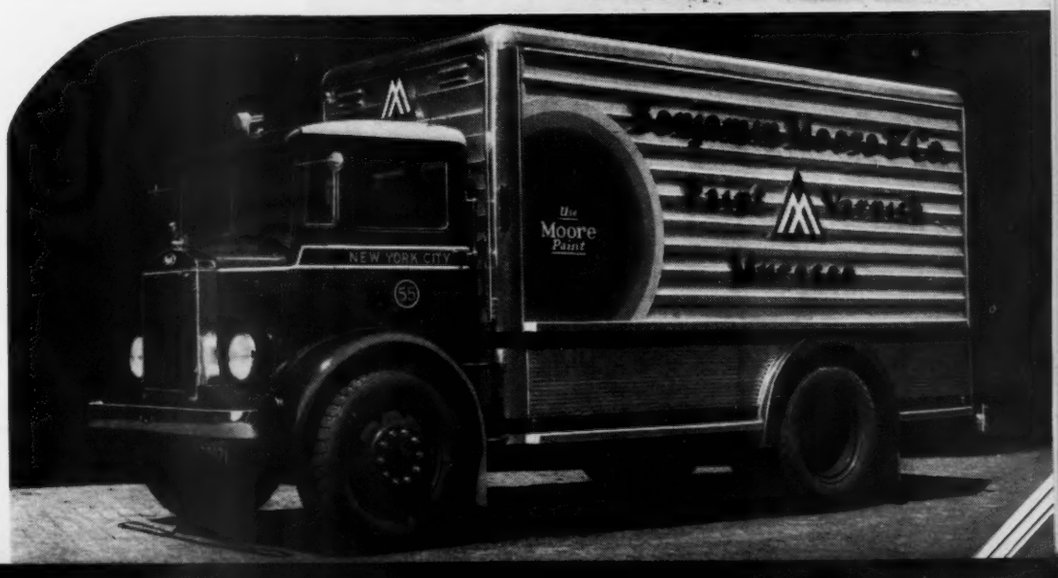


HERE we see side and rear views of White's Model 731 with its turtle tail turned to us. Side panels make loading convenient. Note the neatness of the interior with its three-ply fir walls. Body panels are of steel. The finish on these units is lacquer. Swinging doors are built on the curb side of the body with full-height swinging doors in the rear. Rear taillight, lamp and license plate are set flush with the rear.

IF you ever see this 22-wheel combination coming towards you, you'll know the power unit is a Stewart model 38-6 3½ to 5-ton, equipped with an 8-ton worm rear and a Truxmore third axle. The steel body on the chassis is a 16-yd., measuring 12 ft. long, 7 ft. wide and 5 ft. high. The 8-yd. body on the 12-wheel trailer is 10 ft. long, 7 ft. wide and 5 ft. high. The combination hauls 24 yards of soft coal. A hard haul well handled by Stewart!

THIS stand-up-drive electric, built by Walker Vehicle Co., is full of little surprises and big conveniences to aid the milkman in his early morning rounds. Doors and aisles are wide. A seat folds away when not in use. The loading space, with a capacity of 50 cases, has sliding doors in front of the load to preserve temperature and cleanliness. Side doors slide into wells so as not to interfere with the load or the advertising space. Interior is of galvanized metal. Drains to the ground are provided. This unit takes the dog out of the milkman's life.

MACK supplied model CJ truck and Budd built the body to supply the demand of Benjamin Moore & Co., for a practical delivery unit as well as a brilliant, moving advertisement. The body is constructed of stainless steel fluted strips welded together by the patented Budd shot-welding process. A brilliant bullseye is painted on a panel and fastened to each side of the body. The lettering is of large, raised wood blocks. A bell rings in the cab if you try to steal a ride on the rear bumper.

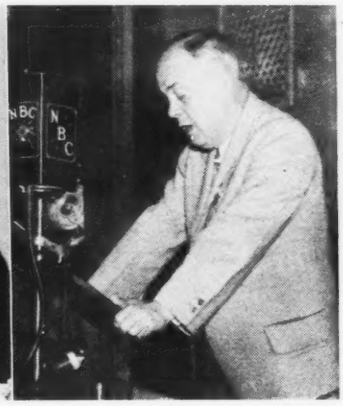


Harrisburg, 1933

"Transportation regulation (Federal) should be administered by a single body."

Chicago, 1934

"I have no complaint to make of the code. It is much better than no regulation."



This is the policy committee of the American Trucking Associations which will weigh Eastman's bill to determine whether the trucking industry will support it or not. Front row, left to right—E. F. Loomis (D. C.), R. B. Thompson (Calif.), R. K. Carter (Va.), T. V. Rodgers, F. C. Schmidt (Ohio), F. O. Nelson, Jr. (N. Y. C.), J. E. Murphy (Minn.)
Second row—J. V. Lawrence (D. C.), C. S. Reynolds (Wash.), B. G. Miller (Pa.), E. C. Gladding (Md.), P. F. Arnold (R. I.), H. S. Shertz (Pa.), R. A. Anderson

Eastman Plans Combining Code

FEBRUARY 10, the trucking industry will enter upon its second year of code regulation.

A year ago, ardent commission-regulationists were offering heavy odds that there would be no code for trucking and, subsequently, to reinforce their mistaken judgment, still heavier odds that the instrument would peter out to an ignoble failure before the end of twelve months. They pointed to the avalanche of sentiment, both within and without the industry, rapidly piling up in favor of a permanent form of regulation.

It was difficult to foretell the trend of events a year ago. Even at NRA headquarters there was great skepticism about how the far-flung and heterogeneous industry would react to a code. The deputies and their assistants didn't think it would last. In fact, six months ago, the Trucking Code Administrator had had enough of trying to handle the vexatious job and wanted to rid himself of it. He offered it to the Federal Coordinator of Transportation, but Mr. Eastman declined with thanks, as was reported exclusively in the COMMERCIAL CAR JOURNAL of July, 1934. Mr. Eastman was skeptical, also; he couldn't see the code—didn't believe it would work, and wanted none of it. Even as late as October 22, when he addressed the first annual convention of the American Trucking Associations at Chicago, he said:

"If that (the code) is a good thing for trucks, why not for the railroads? Let us be fair about it, have self-regulation all along the line, abandon the Interstate Commerce Commission and leave each form of transportation to its own devices, with a little seasoning of minor Government oversight."

He augmented his statement, however, with the remark that the code was "better than no regulation," and emphasized that his mind was open on the details of the bill he proposed to present to Congress for regulation of the trucking industry.

TRUCK operators who have been fortunate enough to come in contact

Reports From Washington Have Him Taking Preserving Most of Its Features, and Giv

(Mo.), C. F. Jackson (D. C.). Third row—W. L. Stodghill, Louisville, Kentucky; Fisher G. Dorsey, Houston, Texas. Fourth row—F. Flanagan (Mass.), E. I. Hardy (Mass.), A. J. Wilson (Mass.), M. B. Emerson (Vt.), C. F. Dunton (Me.), W. F. Banks (N. Y.), P. T. McDermott (D. C.).
Last row—C. G. Morgan, Jr. (D. C.), W. E. Humphreys (D. C.), H. E. Boysen (Pa.), E. McNeil (Ill.), H. E. Sheridan (N. Y. C.), W. C. Winkler (Ill.), F. R. Petty (Kan.)

Reading, 1935

"There are, however, certain desirable things, not inconsistent with commission regulation, which can often be better accomplished by a code than in any other way."

New Truck Bill and Commission

Over Administration of Trucking Code, ing the ICC Some Measure of Control

with the Coordinator have been convinced that he is a fair-minded man. He is not provincial in the administration of his job. The only axe he has to grind is the coordination of all transportation agencies. If he has a bias, he is willing to be convinced otherwise on the showing of facts.

At the Chicago convention, a policy was laid down for the American Trucking Associations "to cooperate with the Federal Coordinator of Transportation and the Administration in the development of an economically sound national transportation policy; at the same time, preserving and continuing for the industry the benefit of self-regulation under the Code of Fair Competition, and, further, to preserve for the public the economies and flexibility of motor transportation."

To fulfill that mandate, it was necessary for the officers of the association to convince Mr. Eastman that the code and his general plan of regulation were not contradictory; that the code had merit and that the industry was rallying behind it; that the regulation of the motor freight industry could not be patterned after the highly integrated railroad industry.

Several conferences were held. Mr. Eastman, always the good listener, would not commit himself. Apparently, however, the ideas of the industry were taking root. As this issue of COMMERCIAL CAR JOURNAL goes to press, the Coordinator is expected to announce his plan of control over the trucking industry. It may be stated authoritatively.

1. He proposes to take over the administration of the Trucking Code.

The code that he spurned six months ago he is now willing to embrace and foster. He would be the Administrator and probably would take over some of the NRA staff to handle the details.

He has realized that "there are certain desirable things, not inconsistent with commission regulation, which can often be better accomplished by a code than in any other way."

Mr. Eastman recognizes that the

(TURN TO PAGE 36, PLEASE)

Burying the Diesel

Study Shows Fleetmen Will Have Oil to Burn Even If 100 Per Cent of the Potential Truck Diesel Market is Realized

By JOSEPH GESCHELIN

TO many fleetmen the diesel engine looks like one of the most promising developments on the truck horizon in many years. Certainly it seems to offer the surest way of saving money on the fuel bill of hard-working rolling stock —the heavier the load and the longer the route, the more money it saves.

But like everything else that looks good on paper, the diesel engine has worried the smart operator. He's been trying to find just where the catch is.

Well, the biggest question is this matter of fuel. Can you get it when you want it? Will you continue to get it after you've laid out a lot of money for new equipment? How much will it cost when a lot of trucks begin to burn diesel fuel?

Up to now the whole thing has been pretty hazy. And even the oil people have thrown in some elements of doubt. So we've tried to get a little light on the subject by digesting some accurate bits of information that have come out recently.

We believe taht the facts uncovered here should take a lot of worries off the minds of fleetmen. By using facts instead of hunches, we find that if a real big cross-section of heavy-duty trucks is dieselized, the switch from gasoline to fuel oil may not cause even a ripple in the oil industry.

If that's true, no one need worry about having enough fuel or getting it at the right price.

The writer presented at the fifteenth annual meeting of the American Petroleum Institute held at Dallas, Tex., in November, a paper entitled, "Outlook for the Automotive High-Speed Diesel Engine in Heavy-Duty Transport." The object was to define the total probable market for the diesel engine and its effect upon the fuel structure. Since the paper is now a matter of record we shall make no effort to discuss pro and con the economic forces at play in this development. However, we refer you to the Table given here, which is taken from the API paper. This shows that by conservative estimate the probable market for the automotive diesel is represented by a group of vehicles of 2½-ton rating and upward, comprising less than 1 per cent of total vehicle registration.

Summary of Motor-Vehicle Statistics

1933 total registration motor vehicles	23,827,290
1933 total registration motor trucks	3,226,747
Percentage trucks 2½-ton capacity and up (of total)	5
Estimated number of trucks in service, 2½-ton and up	161,000
Estimated yearly increment of trucks, 2½-ton and up	20,000
Percentage 2½-ton an dup of total motor vehicles	0.7

(Based on Automobile Facts and Figures, 1934 edition)

If all these vehicles were to be dieselized 100 per cent, would this change be of any great moment to the petroleum industry?

DISCUSSION of the paper at the convention brought out the reasonable query, "How much gasoline does this group of vehicles consume and how much fuel oil will it require?" This question can't be answered offhand nor will any answer suffice except one given in terms of barrels of fuel. And it was not answered on that occasion.

After some study of the problem we have found a tangible approach through certain published data. One of the most valuable studies in this di-

The first diesel oil station in the country put in by the Associated Oil Co., Los Angeles

Fuel Bugaboo

P. J. Pieroth, District Manager, Shell Oil Co., points to the way his company meets the diesel fuel demands of operators on the West Coast

rection is found in a report, "Taxation of Motor Vehicles in 1932," which was published in *Public Roads* for October, 1934, a publication of the U. S. Department of Agriculture, Bureau of Public Roads. Although this study was made in 1933 and reflects 1932 statistics, its conclusion may be safely applied in our case, since the trends vary but little from year to year.

The chief conclusion with which we are concerned is the statement that, "Motor trucks and tractor trucks comprising 13.1 per cent of all vehicles registered in 1932 paid 24.7 per cent of gasoline taxes." Now if we make the assumption that the usage of gasoline varies in direct ratio to fuel taxes, the motor truck as a class uses 1.9 times as much fuel as the passenger car, or practically double.

Suppose we apply these relations to current conditions. According to an estimate released recently by The Travelers Insurance Co., the estimated registration of motor vehicles for 1934 is about 25,000,000 units; and the estimated gasoline consumption is placed at 16.5 billion gallons. If we apply approximately the same percentages as above, motor trucks in 1934 burned about 4,075,500,000 gal. of gasoline.

Consider the 5 per cent of the truck market that may economically be dieselized. Suppose further that we assume for the sake of discussion that this 5 per cent uses actually 15 per cent of the gasoline burned by motor trucks as a whole. Then this potential dieselized equipment consumed in 1934 a total of about 650,000,000 gal. of gasoline, in round figures.

IF this entire group were to be dieselized, the net shrinkage in gasoline consumption might be 650 million gallons, or 3.7 per cent of the market.

That's the net effect on the gasoline market. What happens to fuel oil? So far as we can learn from available data gathered in operations all over the world, the dieselized vehicles operate with 35 to 50 per cent less fuel by volume than similar gasoline-powered vehicles. If we say for the sake of comparison that 40 per cent is a good general average, then these vehicles if dieselized should require 60 per cent of 650 million gallons or 390 million gallons of fuel oil. In round numbers this corresponds to a demand for 9,300,000 barrels (42-gal. barrels) of fuel oil.

It is interesting to see what this means in terms of the present fuel oil market. According to published figures, the total sales of distillate and residual fuel oil in 1933 amounted to 316,000,000 barrels (42-gal. barrels). Of this, the volume of the several grades of distillate, largely used in diesel engines and domestic oil burners, was 72,000,000 barrels (42-gal. barrels).

Thus, the added demand for diesel fuel due to truck operations would be 9,300,000 barrels, as estimated above, or 13 per cent.

(TURN TO PAGE 66, PLEASE)

Try "Mental Engineering" On Drivers

Simple Tests Developed by Scientists Make It Possible to Measure Driver Characteristics

A NEW kind of engineer has joined forces with all the other engineers engaged in the work of accident reduction. He is the "mental engineer." Dictionaries call him a psychologist. But don't let that hifalutin' name throw you. If you do you'll overlook some things having to do with driver selection that may save you hundreds or thousands of dollars—depending upon the number of vehicles you operate. Mental engineering has reached a practical stage where it can be applied with profit by any fleet operator. This article tells you what it's all about. If you are interested in safety, you must be interested in driver selection, training and adjustment and for that reason you can't ignore "mental engineering." There's nothing difficult about it. It's simple. Read on, and learn how to pick the types of men that make the best truck drivers.

SAFETY engineers, truck engineers, highway engineers and traffic engineers have done outstanding jobs of accident prevention. But so far relatively little has been heard from the "engineer" who measures and studies the psychological characteristics of drivers.

On first thought it would seem that a man capable of rating drivers would have to be a prophet. Such is not the case. Mental engineers, known by the technical name of psychologists, have been working very quietly at the job of pulling a method of rating drivers from the theoretical into the practical state so that it can be used effectively by fleet operators.

The result is a number of tests and other procedures which can be utilized in selecting driver applicants to obtain an accurate rating of their capabilities before they get on the payroll and cause trouble. With a little advice from a psychologist it is now possible to give drivers some pencil-and-paper tests whose value as a measure of driving ability is known.

Our tip that a certain Dr. Schultz had some information along this line to give the readers of COMMERCIAL CAR JOURNAL came when he agreed to address the Commercial Vehicle Operators of New York. It was expected that Dr. Schultz would read a paper on driver selection and so make it easy on your reporter. But Dr. Schultz crossed him. He spoke extemporaneously with exactly four one-line notes on the back of an envelope. The whole meeting had such a sparkle and your reporter became such an interested listener that his notes went unheeded and only by imposing on Dr. Schultz for some of his time the next day was he able to get the story.

When your reporter, hat in hand, timidly approached the offices of The Psychological Corp. at 522 Fifth Avenue, New York, for the purpose of interviewing Dr. Richard S. Schultz, his feelings were mingled awe, respect and admiration. He carried away the respect and admiration but he lost the awe. Richard S. Schultz is a "regular guy" who regards the good work he has done and is doing in separating the sheep from the goats among truck drivers and other occupations by means of psychological tests as his particular job in a work-a-day world. He is a relatively young man, does not have a long white beard and is an extremely engaging person to meet. He is in charge of the industrial and personnel research division of The Psychological Corp. If

you wonder how a psychologist gets that way, Dr. Schultz got his degrees at Columbia University and at the University of Pennsylvania.

The Psychological Corp. might be a puzzling institution without further explanation, so take that organization's explanation of itself from one of its own pamphlets. "The Psychological Corporation was organized in 1921 for the advancement of psychology and the promotion of its useful applications. It is a non-subsidized business corporation committed by its charter to devote any surplus earnings derived from its services to scientific research. It operates through

By HENRY JENNINGS

a main office in New York and over three hundred psychologists of recognized scientific standing throughout the country who are associated with it as stockholders and representatives." Among others associated with Dr. Schultz are Dr. H. C. Link who wrote the first book on employment psychology. Since this first volume Dr. Link has written a number of other books and has made an outstanding contribution recently in a volume entitled The New Psychology of Selling and Advertising. Dr. P. S. Achilles, the managing director of this group is a member of the staff at Columbia University and is author of Business Psychology as well as many other publications.

A study at the R. H. Macy Company, New York, some years ago showed that the best truck drivers had an IQ rating of 80 to 110, which ranges from somewhat below average intelligence to somewhat above average intelligence. If and when Dr. Schultz reads this account of his remarks he may rate your reporter below 80 in IQ's or some other mental calories but this is, to the best of his ability, an interpretation of the thoughts that Dr. Schultz meant to convey.

SIMPLE pencil and paper tests can be given applicants for driving jobs or chauffeurs who are already employed which will give the employer a better insight into a man's capabilities than he can possibly get without the tests. These tests do not do anything like a complete job of ascertaining all the characteristics of drivers but they do guide the fleet executive in picking drivers. If by using tests a fleet operator is able to eliminate the three most accident-prone drivers of each group of twenty-five in his employ, he has certainly reduced his accident rate to a large degree. Reducing his accident rate, if the results of these tests are acted upon, is reasonably assured because a grinding job of tabulating the statistics of test grades and a careful analysis of other factors against accident experience of drivers who made the grades has established the value of these tests. While the tests may seem absurdly easy, experience has shown that they do classify drivers according to their intelligence and ability.

If the applicant to be tested is to be strictly a chauffeur without any particular qualifications for meeting the public or customers he should first be given the General Intelligence Test. This test does not attempt to find out all the man knows. It is a measure of

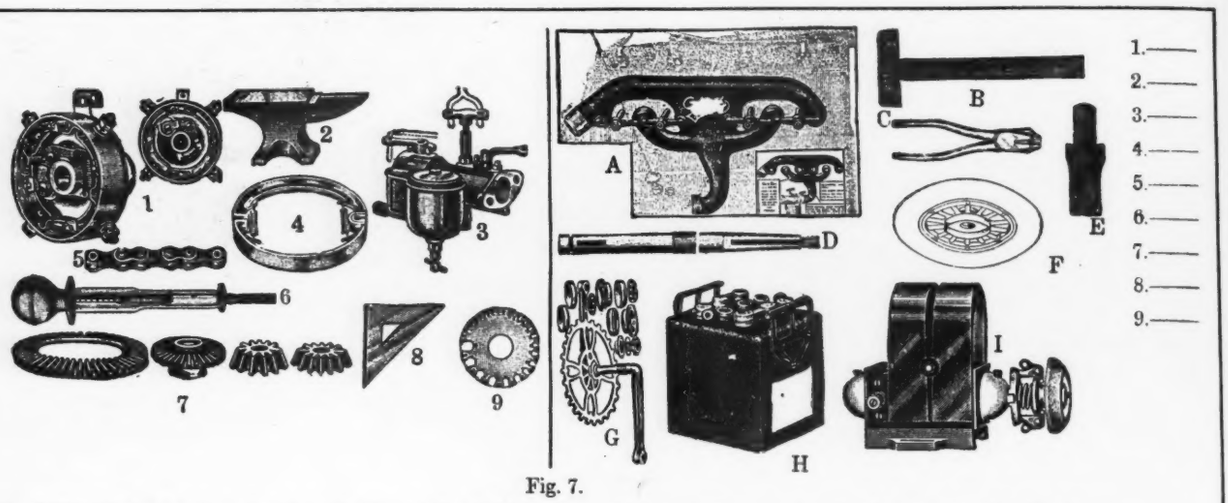


Fig. 7.

Test XI. Write a letter after 1 on the line at the right to show which picture marked with a letter is **used with** picture number 1. Do the same for the others.

Mechanical Aptitude Test for drivers to test their elementary mechanical knowledge. This is typical of the practical nature of the psychology tests recommended by the Psychological Corp.

his ability to learn new things, his ability to understand directions, his ability to acquire information, and his general mental alertness.

Dr. Schultz suggests a form such as Test VI, copyright by The Psychological Corp. It is a series of simple questions from which a few are quoted at random.

XII

How many are 60 guns and 5 guns? Answer ( ).

Day—night—same—opposite.

Sapphires are usually blue . . . red . . . green . . . yellow.

Rogers Hornsby is famous as a writer . . . artist . . . baseball player . . . comedian.

Revolvers are made by Swift & Co. Smith & Wesson . . . W. L. Douglas . . . B. T. Babbitt.

These questions accompanied by directions which tell the applicant that he is to indicate his answer by writing it in the parentheses in the case of a figure and to underline the correct word in answer to the other questions.

Such applicants as survive this General Intelligence or Mental Alertness Test may then be given a Mechanical Intelligence Test. Again the purpose of this test is not to determine whether or not the applicant is a mechanic. The test is designed to find out if the man has enough mechanical bent and information to make it safe to trust him with a piece of mechanical equipment. In other words, to find out if he is "motor-wise."

The O'Rourke Mechanical Aptitude Test—is applicable for this job. It was developed by L. J. O'Rourke, Director of Personnel Research, U. S. Civil Service Commission. It contains a number of questions on mechanical objects and relations in the usual form and in addition a number of questions involving the use of illustrations. One example of this type is reproduced on these pages. The result of this test is a rating of the intelligence of the applicant when working with objects.

In addition to these tests, a Social Intelligence Test may be given the driver. While there are no set tests available which seem to fit exactly in this groove there is the results of enough research work to make such a test possible. Examples of one type of questions that would be asked in such a test are:

What is the best way to bring victory to the home team?

Root for it . . . Cuss the umpire . . . Bet on the team . . . Buy a box seat.

Why should we judge a man more by his actions than his words?

It is wrong to tell a lie . . . A deaf man cannot hear what is said . . . What a man does shows what he really is.

What would you do if you were among strangers and needed money?

Go to a bank . . . Borrow from friends . . . Telegraph home . . . Cash a check . . . Beg.

From this test the psychologist would learn whether or not the applicant had sound judgment in simple social situations.

PERSONALITY traits should also be measured such as "aggressiveness, emotional stability." The applicant should have the proper amount of controlled aggressiveness. If he had too much his road behavior would be bad, which would mean that he must be schooled in correct behavior in much the same manner as the school teacher treats an obstreperous boy. The psychologist believes that this method is more effective than that of fining the driver who does not toe the mark when on the road. The humiliation of going to school to learn the things which the driver already knows (many things which he does not know), and the constant repetition will accomplish more than taking money away from the driver, in the form of fines. Moreover this approach will build up desirable habits for safety.

If the driver does not have a desirable degree of aggressiveness he is not likely to control himself adequately on the road and for that reason he will not make a safe driver.

A sense-of-humor test might also be desirable. One test of this type consists of a series of jokes with all the major premises of the jokes printed together with a number of last lines. The applicant is to pick out of the bunch the one that he considers the best tag line for the joke. If this department understood Dr. Schultz correctly the man without a sense of humor is likely to lack an outlet to keep him emotionally stable. The chap who is happy, jovial and contented most of the time is best fitted by temperament to be a good driver.

Now if the driver is also to have sales responsibility as well as transportation worries he should pass all of these tests with a higher mark than the man who is to be strictly a chauffeur. He may be permitted to slip a little lower on the mechanical test but

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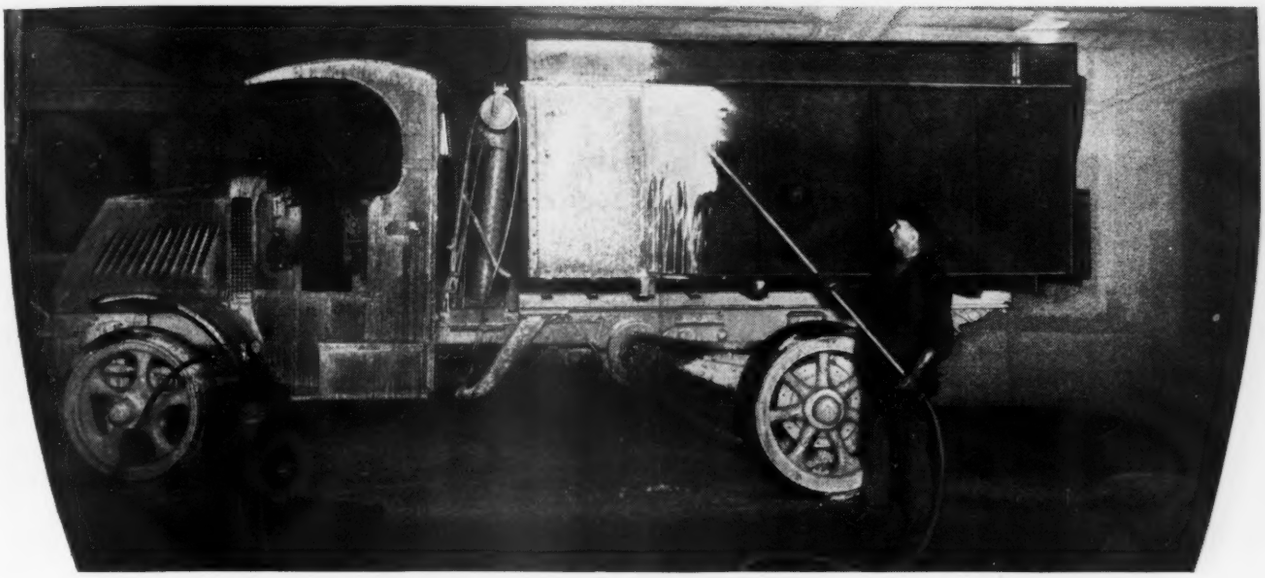

The cold strip paint remover is applied with a hose to 100 sq. ft. of area a minute

A NEW METHOD OF REMOVING PAINT FOR FLEETS—IT'S

COLD STRIPPING!

EXTREME and unusual weather conditions, below-zero temperatures, rainy seasons all work havoc on rolling equipment, causing unprecedented difficulties with paint finishes. The damaging effect of the elements on newly painted trucks might be minimized if all fleets are in a position to avail themselves of an effective paint remover, as much of the trouble with paint jobs have to do with peeling paint. This failure is attributed in part to poor paint removers or improper application. Expressed opinion was that a paint remover should be economical, quick, and effective, and particularly be practical for application in any shop —large or small. Such a remover would be ideal from the standpoint of effectiveness and economy. Ease of application and removal reduces carelessness and minimizes paint flaking difficulties.

A process that is easy, quick, effective and economical, can be used anywhere, takes only a few hours and cuts costs more than a half. If you want more information after reading this story check "E" on the postcard, page 74.

There are several methods of paint stripping in general use that do a good job. One is the regular paint and varnish remover, applied with a brush, allowed to soak, and then removed with a scraper, razor or some such implement. Several coats may be necessary with this paint remover, and as much as two days are required for one man to remove the old paint.

Another method is the steam spray which is quick and effective but which requires special equipment and facilities not easily available in many shops. This paint stripping method is interesting in that it leaves no chemical residue and consequently precludes any possibility of the continued action of

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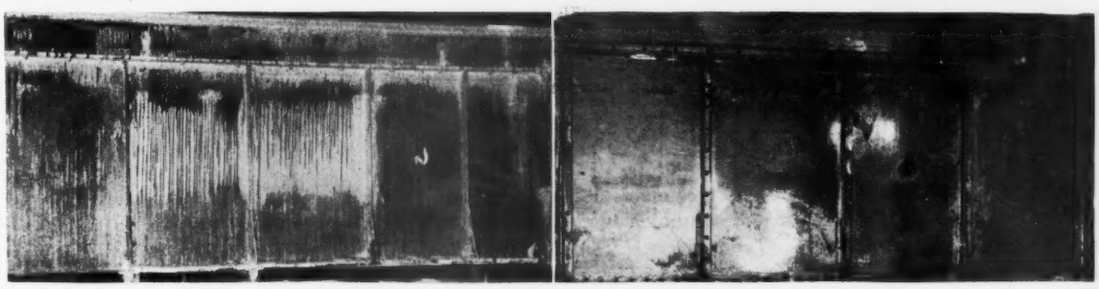


Below left—The first application removes most of the old paint. Right—two or three subsequent applications remove paint completely—note clean corners and rivets

Shopmen Spill Secrets

Frequent baths with water under pressure make Miller trucks good to look at

Miller Dunks Its Trucks

By Jack Crump

Miller North Broad Storage, Phila., Pa.

MILLER North Broad Storage prides itself on the appearance of its trucks. We are now operating over a score of trucks which perform a real service for the company as rolling advertisements. As such, they are kept clean and attractive and are, however superficial, an indication of the orderliness of our business.

To maintain this impression—and justify it as well—trucks are painted every 18 to 24 months and in-between-times are washed regularly, of course. The washing program is the secret of their healthy appearance. The work is done carefully and with attention to detail, particularly as repeated washings might otherwise injure the paint job.

Like all facial processes, the idea is to use the most economical process that will give best results without injurying the body of the truck. In this respect simplicity reigns supreme—we use soap and water. Trucks are washed at night. The chassis and under parts are washed with kerosene to cut the dirt. The truck is then thoroughly hosed with clear water. We keep a keg of auto soap, which we cut with water to a jelly consistency, on hand at all times. A good portion of this soap is mixed with a bucket of water and with this mixture the truck is washed down, using a brush. It is then sprayed with clear water.

The use of synthetic enamels now makes it unnecessary to polish or even wipe truck bodies. However, the final wash is squeezed off with a rubber window wiper. This procedure assumes that there is nothing more than mud and dust on the truck. In event that some grease or foreign color has been rubbed into the truck body as a result of side-swiping, as so often happens, that color must be removed before washing. We use an ordinary pumice wash for this purpose. A wet burlap cloth dipped into pumice powder is rubbed over the injury and the results are magical! Bright work, of course, is polished.

We employ two men regularly to keep our 26 trucks and passenger cars looking fit. During a slack period in the beauty parlor the washers help out on the moving vans loading and unloading. Although washers do all the beauty work, truck drivers are required to keep lamps and metal work clean.

The most difficult part of this facial is the shampoo on the roofs of the trucks. The canvas tops require more attention and are harder to keep clean. It takes more than the ordinary amount of scrubbing to clean them up and as a consequence frequent waterproofing is necessary. Our process and our schedule give excellent results in the least possible time, does not injure the finish on the trucks and keeps the units looking as clean as a small boy after he has had his regular Saturday night dunking.

Wanamaker Spic and Span

John Wanamaker, Philadelphia

THE washing and cleaning of John Wanamaker's trucks is not considered a mere incidental to operation, but as something of first importance because its trucks go about contacting thousands of its customers' homes as representatives of "John Wanamaker" and performing the last detail of every sales transaction.

for Beautifying Trucks

And Reveal Here Time-Saving Formulas for Giving Facial Treatments to Trucks to Keep Them Looking Spiffy

A QUICK and inexpensive cleaner used by a company whose name we cannot divulge makes it possible for one man to wash more than 80 trucks in a six-day week. The average is 16 trucks in an eight-hour day. The trucks are wet down, washed with the cleaner (using a sponge) and then rinsed. No rubbing or wiping with chamois. Specifications for the first wash call for one pint of cleaner to one gal. of water. Subsequent washings only need a solution of one gal. of cleaner to 50 gal. of water. This quantity will do about 250 trucks. The total cost for material is about $2.50, or about one cent per truck. The major saving is in labor—the fact that a washer can now do 15 units in the time it formerly took him to do 10.

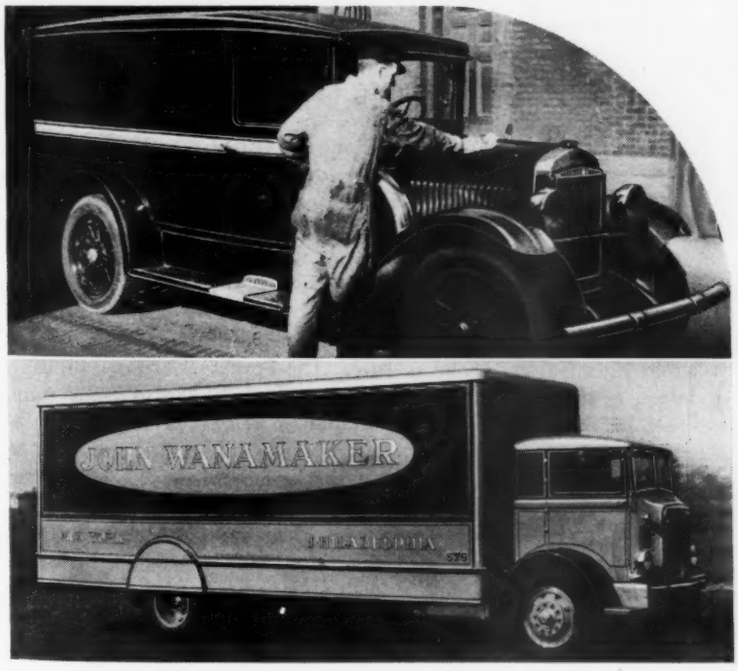
If you want more information on cleaning compounds check "A" on the post card on page 74.

The process and routine for keeping trucks clean is a simple one, but very effective because of the regularity with which the work is done. The work is carried out on a schedule calling for certain trucks to be washed daily, and others every other day except during inclement weather when all cars are hosed off daily to prevent accumulation of mud and dirt.

A high pressure system is used with the central pumping plant in the power house and with service lines reaching wash stands on three floors. Kerosene is used for severe conditions on the chassis, especially for grease and road tar removal. The bodies are first sprayed down with a combination of an oil solvent, then rinsed off with a spray, and then sponged or rubbed down with a chamois. An olive oil soap is used occasionally when found necessary to remove smudge spots or excessive dirt.

Polishing by machine is resorted to several times each year throughout the entire fleet. Polishes are varied depending upon the type of finishes on the bodies. All soaps, solvents and polishes are first tested by Wanamaker chemists before their selection for use.

The washing personnel is well trained. Their aim is to produce quality rather than quantity in the performance of their work. The attention and expense given to the upkeep and appearance of the Wanamaker fleet are justifiable in the interest of maintaining the traditions of the store for the rendering of a service to the public.



Top—Caldwell drivers have two hours every morning to clean their trucks. Bottom—"Wanamaker trucks are moving representatives and to keep them clean is of first importance."

Sparkling Trucks Are Gems for Jewelers

By William Garrick

Delivery Superintendent
J. E. Caldwell & Co., Phila.

A COMPANY that handles such fine articles as diamonds, pearls, gold, silver, plate, jewelry, etc., on a high-class scale must pay attention to its delivery equipment. The good will of customers of J. E. Caldwell & Co., jewelers of Philadelphia, frequently hangs on such thin threads as the manner of delivery

(TURN TO PAGE 62, PLEASE)

Eastman Plans New Truck Bill

(CONTINUED FROM PAGE 27)

code has been the basis for organization of the industry and, without organization, commission regulation will be handicapped. He believes that the code will prevent exploitation of labor through the enforcement of minimum wages and maximum hours of employment; he thinks certain fair trade practices can be handled through the code, and even the self-regulation of rates, so long as the regulation of rates by the Commission is not precluded.

His plan provides, further, for:

2. The placing of interstate operations by motor vehicles under Federal regulation.

He contemplates an enlarged Commission, probably of fifteen members, with specialized departments for each agency of transportation, as outlined in his speech at the trucking convention at Chicago. It is presumed that the commissioners directly in charge of administering the Act affecting trucking will be familiar with the problems of the industry and will not be too thoroughly "railroad-minded."

Mr. Eastman's bill, as now planned, differs in important respects from any heretofore proposed. Interstate operators would be subject to varying degrees of control, the gradations depending on the type of operation. Specialized operations, such as the hauling of milk, dairy products, refrigerated products, livestock, periodicals and films and dump-truck operations should have special regulatory treatment. Perhaps the regular route common carrier will be the only type of operator subject to the rigors of complete commission control.

A system of certificates and permits, taking full cognizance of these specialized operations, is contemplated, as well as the joint board set-up in the handling of hearings, as was proposed in the Rayburn Bill.

The organized industry recognizes the inevitability of commission control. It is not willing, however, to forsake the code, for the Policy Committee of the ATA, which weighed Mr. Eastman's proposals at its meeting early this month, in effect reaffirmed the position it took at Chicago, namely, continuance of the code, with such commission regulation as is in the interest of a sound national transportation policy.

Those operators who have been in the thick of code activity since the passage of the NIRA believe that any regulation of trucking should be as near to self-regulation as possible. They point to the fact that the industry is composed of small-unit operations and believe that the various code authorities should be charged with the duty of handling detailed regulatory problems.

With Mr. Eastman as the Administrator of the Trucking Code, it is believed an amendment providing for establishment of rate agreements will be within the realm of reasonable expectancy. When the code was submitted originally, it included a provision for the making of rates by group agreement. That section met with widespread approval within the industry, but it was anathema to the NRA and was deleted in the final draft. Since then vigorous attempts have been made to reinsert it. The industry found itself bucking up against a stone wall. The National Industrial Recovery Board has had some sad experience with so-called price-fixing in the merchandising and manufacturing industries, and it has been unwilling thus far to recognize the public utility nature of trucking, where a known rate is in the interest of the public as well as the carrier.

Experience under the code has convinced the industry that stabilization of rates will be impossible unless and until operators are permitted to enter into rate agreements. That is the way virtually all the railroad rates are made and the truck operators feel that if they are to be placed under commission control they should be permitted to establish their rates in the most logical and practical manner, still relating, of course, their schedules to the cost of the service to be performed.

IF a rate agreement amendment were possible under the present form of regulation, it is questionable whether the vast majority of the operators would flirt with commission regulation. If the NRA continues resolutely and definitely against any price control, the salvation of the code and the retention of the organized force lie in some arrangement whereby rates may be established as an answer to the highly competitive condition, both within and without the industry.

The rate agreement proposal, which was submitted to NRA several months ago, contemplated that divisions of the industry, naturally and territorially, enter into agreements with respect to minima for rates and tariffs, binding upon the natural or territorial division. Appeal from such agreements would be made through the National Code Authority to the NRA. This would set up a system of rates closely patterned after the system of rail rates. The shipper would be protected against the establishment of any exorbitantly high rates through the force of competition and the ease with which shipper-owned trucks may be placed into operation.

THE trucking industry is hopeful that Mr. Eastman's administration of the Trucking Code will permit of greater rate stabilization than was possible heretofore.

This will be brought about largely through the activities of the organized industry in cooperation with the coordinator.

Of course the same question of compliance in respect to hours of service, wages and trade practices also will be with the industry. Whether the Coordinator will be able to put the fear of punishment in the hearts of recalcitrant truckmen remains to be seen. It is believed, however, the mere transfer of the code to his jurisdiction will bring about many converts who have been conscientious objectors to the NRA.

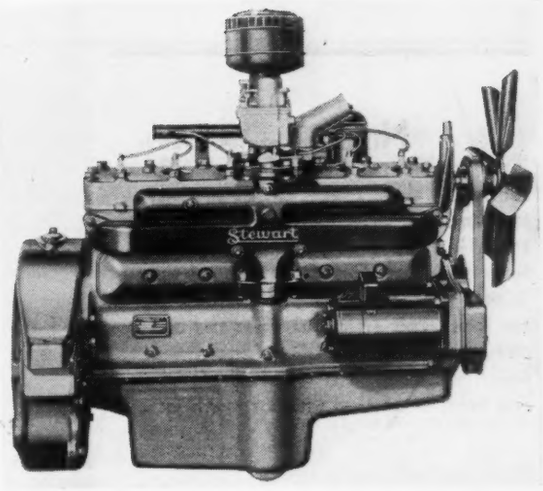
It is an undisputed fact that the industry has progressed far, and learned much in the first code year. Many operators fought the code because of ignorance, only to become ardent supporters after having been explained its meaning and significance. There has been much of this voluntary compliance brought about through the activity of hundreds of "code aid" committees scattered throughout the states. More of it may be expected this year, merely because the industry has had some experience in self-regulation.

Whether the industry will "go for" Mr. Eastman's bill depends on its detailed provisions. With the Coordinator and the industry both working honestly toward a solution of the trucking problem, however, it may be expected that they will reach a common ground and pave the way for the enactment of a truck regulatory bill during this session of Congress.

Opposition will be on hand, to be sure. The organized farmers probably will oppose regulation of truck transportation on general principles, and the railroads may upset the applecart by inserting some "vicious" amendments. That remains to be seen.

Even if all goes well and the Eastman program is enacted, it will take about six months from the time of passage of the Act until the Commission takes jurisdiction over the industry. In the meantime, the code will continue in full force and, probably, with greater vigor.

Stewart Has New 3 and 3½-Ton Models



6-Cylinder Waukesha which powers model 49H

Heavy-Duty Model 18XS 6-Cylinder Waukesha Engine, Rajah Cylinder Head, Bendix Brakes; 3-Ton Priced at $1695

A NEW heavy duty 3½-ton truck model 18XS is announced by the Stewart Motor Corp., Buffalo, N. Y., at a price of $2,890 F.O.B. The wheelbases are from 160 in. to 235 in., which permits body lengths up to 18 ft. Tires are 7.50 balloons with duals rear. Chassis weight is 6800 lb.

The engine is a six-cylinder Waukesha with a bore of 4⅛ in. and a 4¾ in. stroke. It develops 85 hp. It has a Rajah cylinder head, full pressure lubrication and is mounted in rubber. The crankshaft is carried in seven main bearings. A centrifugal type governor and a downdraft carburetor are fitted.

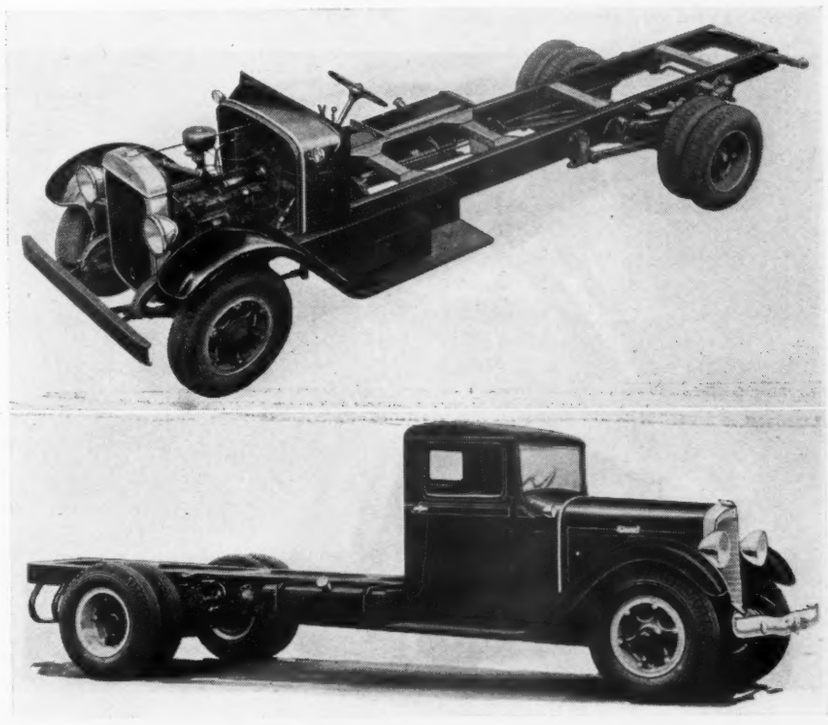
A tubular radiator core is inclosed in a cast aluminum shell mounted in rubber on the frame side rails. The ignition system is Delco-Remy. A vibration dampener is incorporated in the 13 in. single clutch plate. Five speeds forward including an overdrive are standard.

An auxiliary transmission can be furnished at extra cost. A high speed reverse gear with a ratio of 4.16:1 can be furnished at extra cost. Full floating rear axles with the worm final drive are standard and the double reduction optional at extra cost. The standard gear ratio in the worm drive is 7.25:1. Other ratios are supplied at additional cost. The rear axle tread is 72⅜ in. with dual tires.

The front axle is a Timken. Front springs are 40 in. by 3 in. Rear springs measure 56 in. by 3 in. exclusive of the helper spring. The truck is equipped with radius rods.

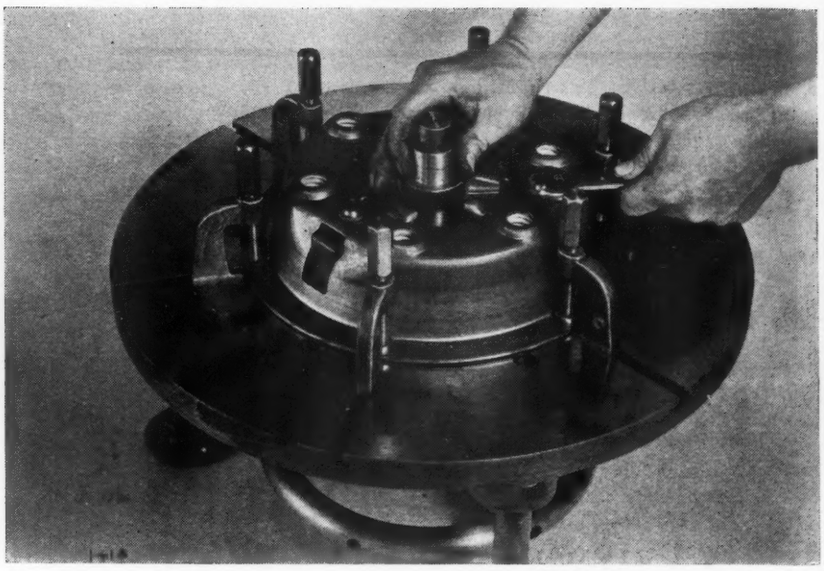
Bendix Duo Servo brakes with booster operate by the foot pedal. The front wheel size is 16 in. by 2½ in. Rear wheel size is 17¼ in. by 5 in. A 14 in. diameter disk type brake responds to the hand lever.

Top—Stewart 3-ton model 49H with 145 to 220 in. wheelbases. Bottom—Model 18XS 3½-ton heavy-duty with 6-cylinder Waukesha



A LIGHTER companion of the 18XS is the model 49H, a three-tonner priced at $1,695. Wheelbases are from 145 in. to 220 in. The tire size with dual rear is 7.00-20. It is powered by a six-cylinder Waukesha engine 3¾ in. by 4¾ in. A Ricardo head, full pressure lubrication, valve inserts and full length water jackets as on the 18XS are the features of this engine. A downdraft carburetor and air cleaner are fitted.

Hydraulic brakes with a booster are the service system while the hand brake is a disk brake on the drive shaft. The transmission has five forward speeds with an overdrive. A two-speed auxiliary transmission can be furnished at extra cost. The rear axle is full floating. Chassis weight is 5325 lb. The loading space is from 8 ft. to 16 ft.



Accurate and uniform clutch adjustments are assured with the clutch

HOW TO INSPECT AND REBUILD

CLUTCHES

WITH MODERN SHOP EQUIPMENT

Time is Saved and Tempers Are Kept Cool If Clutch Repairs Are Handled With Up-to Date Tools and Done Right to Begin With

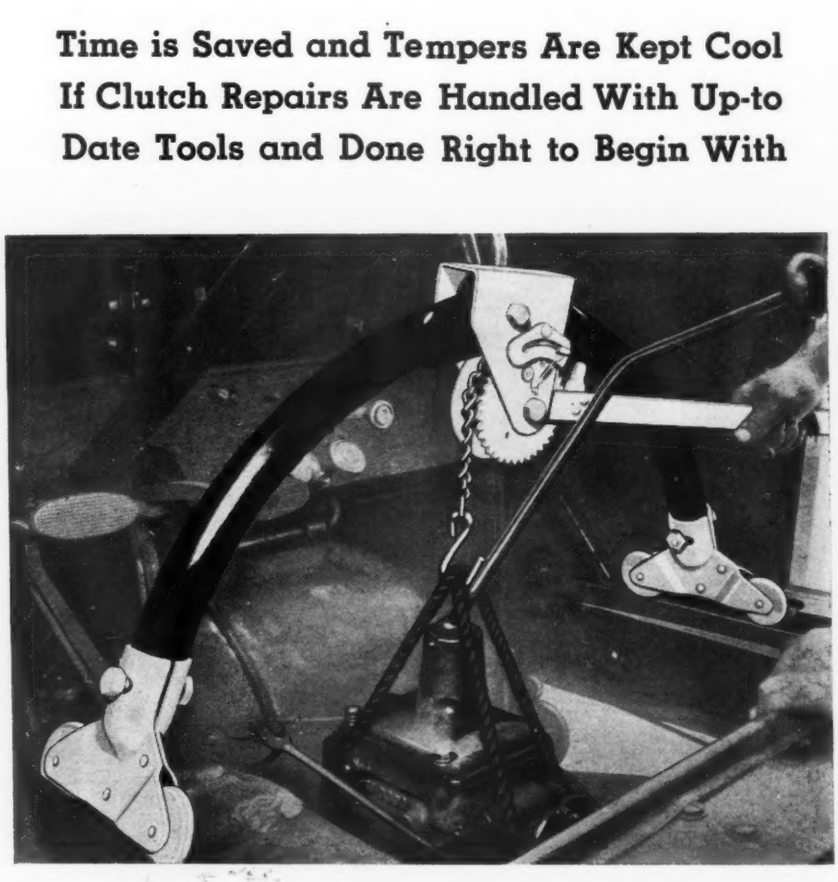
NINE out of ten clutch jobs present no problem at all. The tenth one slips, grabs, drags or chatters and the time lost correcting the tenth job amounts to more than the time required for the thoroughness necessary to prevent trouble on all ten jobs. This article outlines the procedure and use of shop equipment which will eliminate the loss of time and temper on that tedious tenth job.

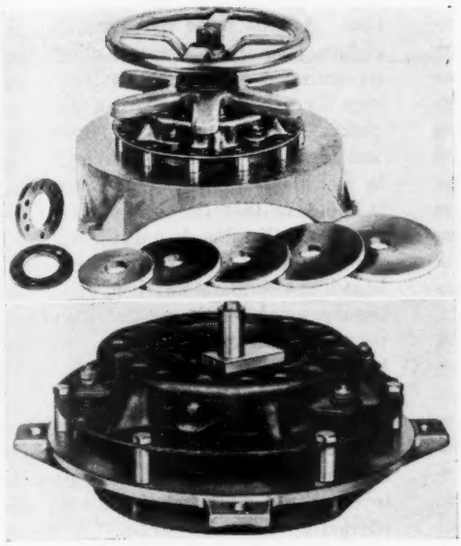
CLUTCHES like hod carriers do no work at all. Hod carriers only carry the bricks up to the bricklayer who does all the work. Clutches merely carry the power from the engine, where it originates, to the drive line, which uses it to propel the truck. However, since no one has found a way to construct a building without hod carriers or a truck without clutches they are always with us and must have attention—but this article will be confined to clutches. Hod carriers can look elsewhere.

Getting the clutch out of a truck is not much of a problem. It is just one of those jobs, as the saying goes, that require a strong back and a weak mind. Putting the clutch back is to a large extent the same kind of a job. With the clutch out of the truck and on the bench, however, the muscles must play second fiddle to gray matter.

While the helper is getting the clutch assembly cleaned and ready for the mental giant to operate, the mechanic can occupy himself to advantage by checking for alignment the parts that will not receive a thorough inspection on the bench. Incorrect alignment can be the basic cause for almost any of the clutch troubles and certainly is the cause for more clutch plate failures than are defective or faulty plates. If the driven plate has failed or there is excessive wear on the splines there is surely some part of the allied parts out of line. The checking should be done with a dial gage.

Since the alignment of the whole unit depends upon the accuracy with which the flywheel housing fits the clutch housing that is a good place to begin. The dial gage may be clamped to one of the bolts that hold the flywheel to the crankshaft flange and the





rebuilding fixtures shown above.

button placed against the surface to which the clutch housing is bolted. When the flywheel is rotated the plus or minus reading on the gage should not exceed .005 in. If it does the flywheel housing should be removed and machined. If it is not retrued, trouble is brewing for the rebuilt clutch before it is installed.

When the mechanic is satisfied that the first surface is as it should be he may proceed to check the concentricity of the flywheel with the flywheel housing by leaving the dial gage mounted where it is but the button must be moved to contact the inside periphery of the flywheel housing machined surface. If the needle of the dial gage travels more than .005 in., the cause of dislocation must be located and removed. By removing the spark plugs it will be possible to turn the flywheel at any desired speed with the crank handle.

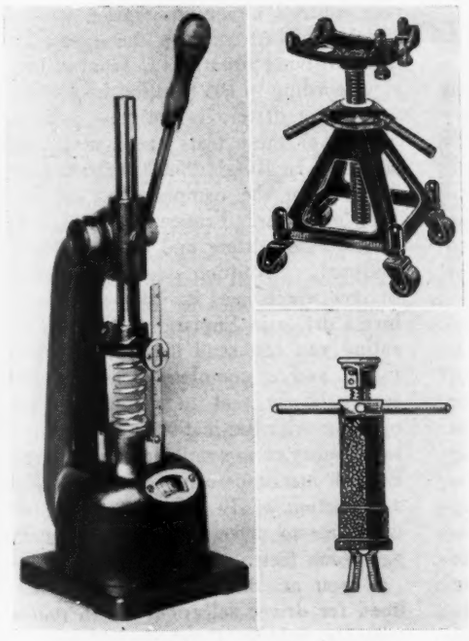
If the housing is all in order it is still possible that the flywheel is not all it should be. Mount the dial gage on the housing at the machined surface and place the contact button on the recess that holds the clutch pilot bushing or bearing. If it is a bushing it would be wise first to remove and discard the old bushing and install a new one. New pilot bushings cost only about a dime a piece. If the pilot is carried in an anti-friction bearing, the bearing should be carefully examined and replaced if there is any doubt about its condition.

THE pilot recess should not register more than plus or minus .003, and after the new pilot bushing is installed the installation may be checked for burrs holding the bushing in a cocked position.

Next comes the plate surface of the flywheel. The runout on this surface shouldn't exceed .003 in. If the clutch housing bolts to the transmission case, the transmission side of the housing can be checked and it should stay within the .005 in. range.

If the clutch is a multiple disk, the clutch drum recess bore may be checked while the gage is in the same position. And while the dial gage is handy the clearance between the driven plate and the clutch shaft at the splines can be determined. If it exceeds .006 in. do something about it. If a sliding sleeve is used the clearance between the sleeve and shaft should not exceed .005 in.

While the flywheel was being checked for trueness with a gage the clutch surface should have been inspected for roughness and grooves.



At left—Spring scale measures clutch spring tension. Left top —Transmission jack for removal and installation. Left bottom—Pilot bearing puller. Opposite page—A transmission hoist.

The first part to undergo a careful inspection is the clutch plate or driven disk. Worn facings mean clutch slippage immediately or within a short time. It takes a lot of time to pull down a clutch and get it back again, so it seems unwise to take a chance with worn facings. Oil or grease on the facings may result in either the clutch slipping or grabbing, and it does not take much oil to cause either effect. Just a fingerprint of oil has been known to cause chatter.

Before installing new facings on the old plate, inspection of the plate itself is in order. If the splines in the hub are worn or the rivets that hold the plate itself to the hub are worn, the clutch in operation will rattle and that rattle is a warning that the beginning of the end is at hand. If the plate is warped from excessive heat (often caused by slipping) or bent through previous careless assembly there is not much that can be done except replace the plate.

If the cushion, which is located between the facings, is flattened out or the plate is bent or dished contrary to factory specifications, a replacement will be necessary. The actual movement of the pressure plate in response to a depressed pedal is approximately 1/16 in., so very little irregularity in the plate will cause a drag. And on the subject of cushions, the only cushion which has anything to do with soft, smooth clutch engagement is the cushion between the facings. The levers or springs by which the hub is held in the center of the plate is a vibration dampener and is put there for the purpose of eliminating the effects of transmitted engine vibration.

WHEN the pressure plate and cover assembly come apart one of the first parts to get attention is the pressure plate. If it is rough, grooved or heat-checked it must be refaced or replaced with accent on the replaced. There are cases where refaced pressure plates work satisfactorily but this is not recommended practice. Close examination will show whether or not the holes through which the release lever pins go are worn or not. If they are, a new plate is called for unless a reamer is used to square up the holes and oversize pins are fitted. The release levers must undergo the same close scrutiny. If they are worn at the point of pressure-plate contact they are done. They may be salvaged if the lever pin hole

is worn egg-shaped provided the holes are reamed and oversize pins fitted, but only in that way can they again be made useful.

Sometimes one of the release levers is bent and must be replaced and often they become worn at the point at which they ride against the release bearing or sleeve. In either case the lever is worthless. The springs may or may not show signs of heat but that is no measure of their present value. A spring scale alone will determine the answer. Springs should not vary from correct tension more than 5 lb., and should be replaced when they do.

The work of disassembling can be made easy by using a clutch rebuilding fixture. The work of assembling the clutch is not made easy but is made possible with a clutch rebuilding fixture.

So far no method has been found for the mechanic to obtain any degree of correctness or uniformity in the adjustment of the release levers without some kind of a fixture. It would be incorrect to say that it is impossible to install a clutch without the use of a fixture because it is done every day —after a fashion. But it doesn't result in economical clutch life. The price of a clutch fixture has been the barrier to purchases of this equipment by fleets but recently there has been a downward revision in the price of this equipment and at the same time some new low-priced models of clutch rebuilders have made their appearance.

Jobbers by getting a good volume of clutch work have been able to make clutch rebuilding pay with high-priced equipment, and scientific clutch rebuilding by jobbers is a practice pretty well established throughout the country. For the fleet without clutch equipment there is no alternative to having a jobber do the job if the dictates of economy are to be followed, with the exception of a relatively new program which is getting under way of returning the clutch to the factory through the jobber and receiving in return a factory-rebuilt assembly.

The so-called non-adjustable type of single-plate clutch and the double-plate clutch should be put on the fixture so that the clearance between each release lever and the release bearing will be identical. In the case of the double-plate assembly the fact that the pressure-plate must move absolutely parallel so that its entire ground surface contacts the entire clutch facing at the same time and with sufficient load pressure is an additional reason for submitting it to the tender attention of the rebuilder.

Multiple-disk clutches are not subject to adjustment on a fixture for the reason that there are no adjustments incorporated in their design. Close inspection of the various parts and a healthy respect for the correctness of the total overall thickness of the assembled plates are the main points of successful overhaul.

Now if the release bearing and sleeve pass inspection, the pilot bearing is lubricated, the clutch shaft is not bent, and the machined faces are clean, the clutch is ready for installation. At this stage too often the procedure is just to lift the clutch and transmission approximately into place, stop for a breather and then enter the clutch shaft into the plate, if necessary, and then into the pilot bearing. And in just about nine cases out of ten that is the way that the cluch got in the shape that it was found when it was disassembled. That is, the shaft was bent and the plate was bent from resting the weight of the assembly on these parts while the mechanic got his breath.

IF the assembly is boosted into place with a transmission jack it is possible to stop at any point and it is possible to enter the clutch shaft without any particular muscular strain. A clutch pilot tool will prevent the burrs that were on the clutch shaft and plate hub when the clutch came down. Another piece of equipment which may be used in place of the transmission jack is the transmission hoist. It is a pulley-type hoist suspended from a bracket with each end resting on the frame side rails.

Preventive measures against further clutch troubles do not make a very long list. Keep the pedal adjusted to the manufacturer's specifications and in the absence of these keep it adjusted so that the pedal does not ride the floor board. Keep the release bearing lubricated and keep the driver's foot off the pedal except when he has need to operate the clutch.

Try "Mental Engineering"

(CONTINUED FROM PAGE 32)

he should do better on the others. In addition, however, he should pass a Distractability Test which was probably originally developed for various kinds of inspectors. An example from a distractability test is illustrated. The purpose of this test is to see if he can drop his sales responsibility when he is actually driving and if he is easily distracted when making change and the other things that a salesman-driver has to do.

The Psychological Corp. has copyrighted a special chauffeur's and driver's test which particularly stresses the applicant's powers of observation and general intelligence. All in all this test seems to be a little easier for the applicant than do the others and should be tried by various fleet operators.

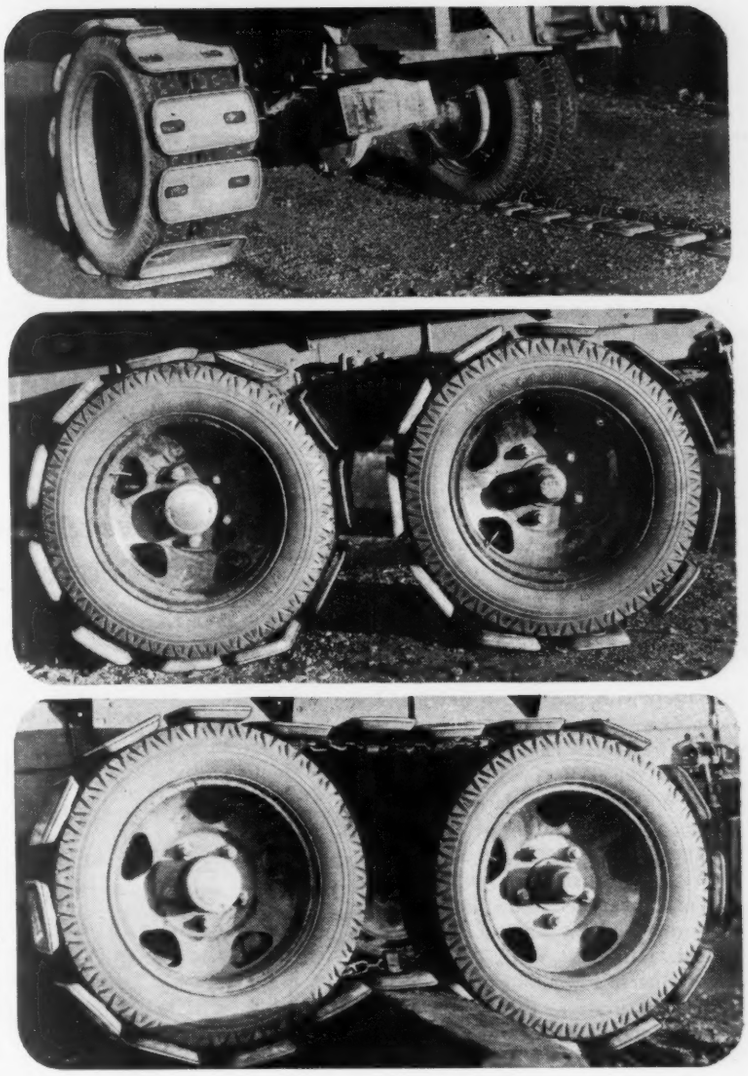
The applicant can be given a combination of the tests mentioned so that they will consume only about one hour of his time. Certainly not more than one and one-half hours. They are not to be considered a substitute for an interview with the boss.

DO not get the idea that these tests give an applicant as complete a test as is possible. They do as good a job as a paper and pencil test can do but they have the limitations of all pencil and paper tests. Further observation of human behavior constantly brings new ideas into the picture with resulting new ideas in tests. The tests mentioned here are available to the fleet operator for a few cents per copy.

Dr. Schultz is dreaming (if this reporter may be permitted the observation that a psychologist daydreams) of the day when the problem of driver selection will be thought important enough for an individual company or a number of companies in the same vicinity to invest $1,000 in getting drivers examined with the most complete tests known to science. For the fee of $10 per driver, aggregating $1,000, Dr. Schultz and his associates will mount complete testing equipment on a truck and proceed to the scene of testing, where among other things the drivers will handle a set of truck driving controls under observation while a motion picture sets up usual and unusual driving situations in front of him.

According to Dr. Schultz this method of testing drivers is not new and the results of these tests are a matter of history. In Russia 20,000 drivers have been given the complete test in less than one year. France has used it to considerable extent and England has a national institution for examining drivers which uses it. If you want to hire a driver in England and he has no rating you can send him to this institution and a complete report of his tests will be sent to you as a fleet operator with the institution's report of satisfactory or not satisfactory. A large English insurance company is granting a reduction of 10 per cent on motor insurance to drivers who satisfactorily pass such tests.

If you are interested in tests outlined for driver selection, get in touch with Dr. Schultz, Psychological Corp.



Top—Installation of the tractioneer takes only a few minutes on four-wheel trucks. Center—Separate installation on six-wheeler and (above) caterpillar style on six-wheeler

The Tractioneer-for Tough Going

Tractor Drive Uses U-Shaped Disks That Are Efficient in Mud, Sand, Snow and on Grades

THE Hipkins Tractioneer makes it possible to use trucks in places and for purposes where heretofore their use has been restricted for lack of road surface. Since 1929 the army has been testing this equipment which is now being produced by the By-Products Steel Corp., a division of the Lukens Steel Co., Coatesville, Pa. Their tests have caused this equipment to be considered an integral part of the motorization program.

In one test a Ford truck loaded with 1¼ tons and drawing 3600 lb. negotiated an appreciable grade with deep loose sand as a road bed. In a mud test the truck was able to keep going with the same load when the spade of the 75 mm. gun was plowing an 8 in. furrow in the hard crown of the road due to the depth of the wheels in the mud.

One Tractioneer equipped truck climbed a 60 per cent grade without a load to give the rear wheels traction. Trucks without this equipment spun the wheels and slid down. Other tests have shown the ability of this equipment to make a truck perform in snow.

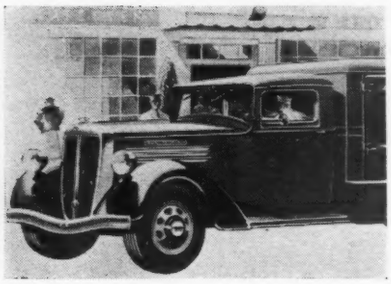
The equipment is quite simple. It consists of pressed steel rectangular shoes connected to one another by flexible swivel type construction. This permits the shoe or shoes in contact with the ground to follow the contour of the footing. The full area of the shoes being in contact with the ground gives less weight per square inch of contact and results in a buoyant action which keeps the truck from sinking into soft surface.

MUD cannot cake between the shoes since the distance between them lessens as the shoes approach the ground and increases as they leave the ground. Perforations in the shoes help to prevent mud from caking inside the shoes. The whole shoe assembly is held on the wheel by a steel chain locked in much the same manner as a skid chain. As the wheels revolve the shoes creep around the tire to prevent undue tire wear at any point, but the equipment is so built that the tires cannot spin inside the shoes. There is no unusual strain on any part of the truck. All of it is absorbed in the shoes.

The installation is a one man job and takes only 10 minutes. Removal takes only 5 minutes. If the truck is stuck it is possible to install them without jacking up the wheels.

Both four and six-wheel trucks may be equipped with the Tractioneer. If the proper links and shoes are on hand the same unit can be made interchangeable for these two types of trucks. The double axle installation goes on caterpillar style. The Tractioneer is for trucks equipped with dual wheels.

The list of different types of service that can benefit by the use of this device is almost endless but can best be summed up by the qualification that any truck that leaves good highways will find the Tractioneer valuable equipment.



Model T-43 shares its smart radiator and hood design with Models T-18 and T-46

GMC Increases Ability of Six Models in Line

Improvements Include More Power, Torque, Fuel Economy, Carrying Capacity, Better Looks, Piston Ring Oil Seal in Rear Axle

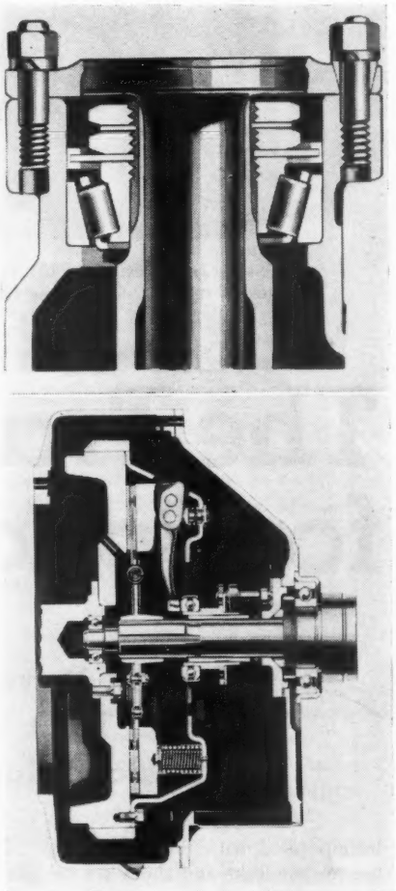
For prices and Complete Specifications See Page 54

INCREASED carrying capacity, more power and torque, better fuel economy and improved appearance feature the General Motors Truck Co. T-16, T-18, T-23, T-33, T-43 and T-46 models for 1935. The T-18 model provides as optional equipment a new dual performance rear axle which, in combination with the four-speed transmission, gives eight speed forward and two in reverse. The T-46 also is available as the T-46-H with heavier rear axle, bigger springs, larger tires, etc., giving it a gross rating of 22,000 lb. as compared with 19,000 for the T-46.

With the exception of the T-16, whose appearance is unchanged, all of these models now have as standard inclined radiators with chrome-plated center bars, longer hoods with three horizontal louvers, full crown fenders with valances, and chrome-plated top hood hinges. The hoods are now fastened to the radiator and cowl instead of to the frame as formerly, thus eliminating distortion due to frame weaving. A deluxe chassis group of additional appearance refinements is offered at a nominal price.

The new two-man cabs have more windshield slope, cab skirt, sealed seat box cover and walnut finish instrument panel and garnish moldings. The deluxe cab features full chrome windshield frame, dual wipers and extension mirror; sunglare shield and locking door handles. The sleeper cab is now of the deluxe type.

The gross rating of the T-16 has been increased from 9300 to 10,000 lb. with a gain in payload capacity of 575 lb. Paralleling this increase in weight, the power output of the L-head six-cylinder engine has been stepped up from 70 hp. at 3300 to 84 hp. at 3500. Moreover the torque curve is much flatter so that peak torque of 152 lb. ft. is maintained from 1200 to 2500 r.p.m. This compares with last year's engine which held its maximum torque of 147 lb. ft. only between 1400 and 1800. This improvement in engine power and torque is attributed to a new 6 to 1 combustion chamber and less restriction in the intake passages. Gasoline mileage is said to be better than 1934.



Top—Balance yourself on the right ear and you will see that this piston-ring oil seal is for the rear axle. (Blame the art director.) Bottom—Single plate, 12 in. clutch for Model T-46

IN connection with the increased output of the engine, main bearing area has been increased 4 per cent, the journals being slightly larger in diameter. The thrust bearing has been removed from the rear center bearing and is now located at the front of the crankshaft, providing increased thrust bearing surfaces. Crankpin diameters have been increased from 1⅞ to 2 in. The crankshaft is now 14 lb. heavier and 85 per cent counterweighted.

Other improvements on the T-16 include new chrome-nickel steel steering knuckles having 20 per cent more strength, new "piston ring" oil seals in the rear axle, forged instead of pressed steel rear axle spring seats, Centrifuse brake drums with front drum diameters increased from 12 to 14 in., and hydraulic brakes with the hand lever operating the rear shoes mechanically.

The T-18 now carries a gross rating of 11,500 lb., an increase of 1000 lb. and giving 755 lb. more payload capacity. The power output of the "221" valve-in-head engine used in this model, as well as in the T-23, has been raised from 69 hp. at 2800 to 77.5 hp. at 3200. Maximum torque has been increased from 155 to 161 lb. ft. Fuel mileage is substantially improved, it is claimed.

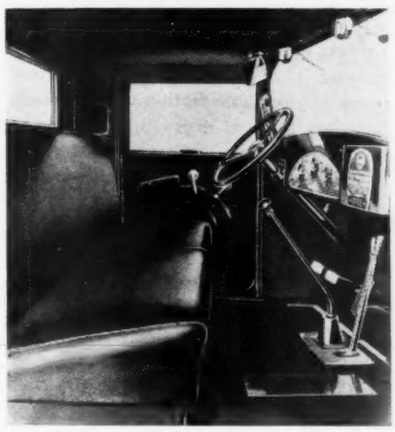
This engine now has a 5.1 compression ratio, compared to 4.6 last year,

the increase being obtained by the use of high-compression pistons. Other engine changes include the adoption of an improved carburetor, insulation of the carburetor from the exhaust manifold, and an increase in the spark plug gap. An engine thermostat is standard as are flat-tube and fin radiators.

The T-18 has a new heavier rear axle with larger housing, differential, "piston ring" oil seals and drop-forged spring seats. The diameter of the axle-shafts has been increased from 1⅝ to 1¾ in. and at the differential end the number of splines is now 16, instead of 10. Gear ratios are 5.67 and 6.60.

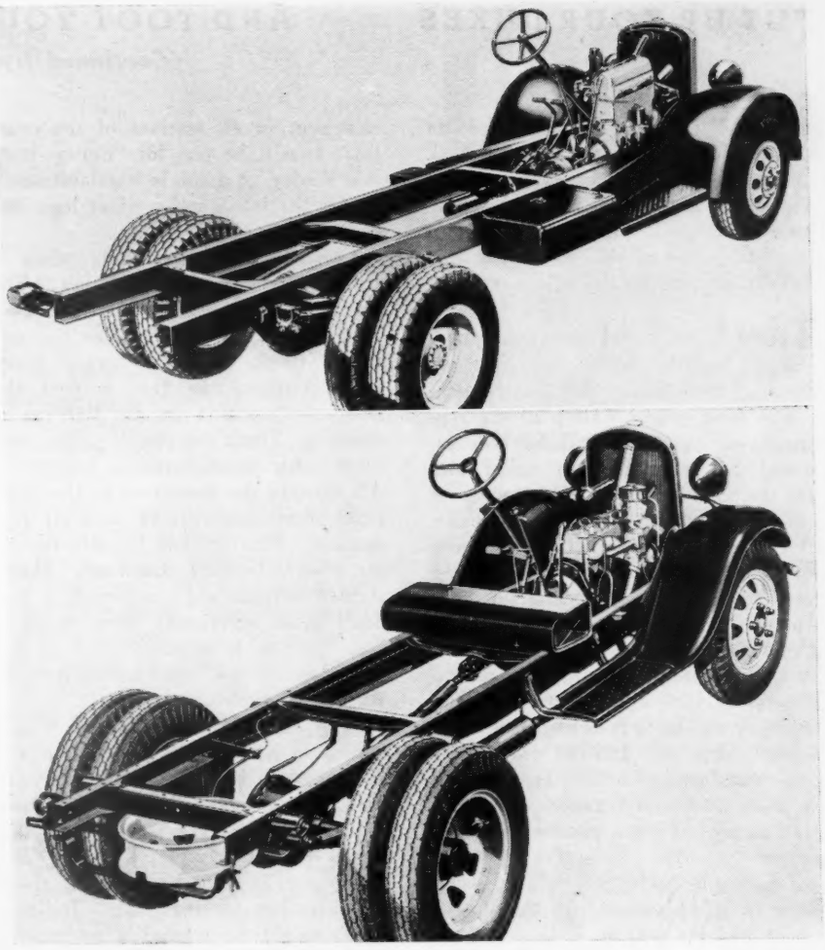
The dual performance rear axle offered optionally on this model is an Eaton unit giving reduction ratios of 5.14 and 7.15. This unit was described in detail in the December issue of COMMERCIAL CAR JOURNAL.

Front springs on the T-18 have been strengthened. The clutch, used on both the T-18 and T-23, is of single-plate design with vibration dampener springs between the disk and hub. Hydraulic brakes are standard with Centrifuse drums on all four wheels, those on the front now being 14 instead of 12 in. in diameter.



The re-designed cab interior is nifty

The gross rating of T-23 has been increased from 12,500 to 13,000 lb., the increase in payload capacity amounting to 530 lb. The rear springs have been strengthened, the main springs being 50 x 2½ in. against 45 x 2½ in. in 1934 and the auxiliary spring 37 x 2½ in. against 29½ x 2½ in. The rear spring brackets are heavier and the shackles are forged instead of cast. A new rear axle with square section banjo-type housing and heavier carrier and ring gear is used. Gear ratios are now 5.83 and 6.80. Hydraulic brakes are standard with larger cast nickel iron drums at the rear.



Top—Model T-46 equipped with a Zenith carburetor offers greater fuel economy. Bottom—Model T-16 equipped with stepped-up L-head engine develops 84 hp. at 3500 r.p.m.

The increase in the gross rating of T-33 amounts to 1000 lb., bringing it to 15,000 lb. The 257 engine used in this model has the same improvements as the 221, and as a result its peak output is now 83 hp. at 2800 with 80 hp. at the governed speed of 2500 as compared with 76 hp. last year at the same governed speed. Torque also is up from 185 to 190 lb. ft. and the curve is flat from 800 to 1600 r.p.m. as compared with 1000 to 1600 r.p.m. previously. A single-plate clutch of larger diameter and with spring mounted disk has replaced the double disk design used last year. The number of leaves in the rear springs has been increased from 8 to 10 and the leaves of the auxiliary springs are thicker. Steering has been improved by shackling the front springs at the front and by relocating the drag link.

THE T-43, which also has the 257 engine, now has a gross rating of 17,000 lb. as compared with 16,000 lb. in 1934. The increase in payload capacity is 955 lb. This model also has a new single-plate clutch, improved steering, booster operated hydraulic brakes with air-operated brakes of larger size than on the T-33 optional.

There has been no change in the gross rating of the T-46, but it is now stated to give more miles per gallon as the result of the adoption of a new Zenith carburetor. The clutch in this model is a 12-in. single-plate unit and optional overdrive or underdrive five-speed transmissions are available for $175 as compared with the former price of $228.50. Front axle tread has been increased more than 8 in., giving a sizable reduction in turning circle.

A T-46H model rated at 22,000 gross has been added to the line. This unit is the same as the T-46 except that it has a stronger frame, the T-51H type rear axle with spiral bevel carrier (double reduction optional at extra cost) and springs, larger brakes, I-beam radius rods, 10 stud wheels and 34 x 7 in., 10-ply base tires.

PUT UP YOUR DUKES . . . AND TOOT YOUR HORN

(Continued from Page 15)

sage. Likewise there's hardly a doubt that the trucking industry will back Eastman's bill if it conforms to the analysis. Opposition would be foolhardy because it proposes the largest possible degree of self-regulation.

So much for the battle in Congress.

THE fights in the 44 state legislatures will be isolated brawls but in many cases identical issues will be disputed.

The most potent wallop in the repertoire of legislators will be laws inspired by unemployment relief and unbalanced budgets. Thousands of bills will be introduced in the name of relief and depleted treasuries and many of them will be aimed at hitting the highway interests below the belt. And by fair means or foul legislators stand a chance of scoring some knockouts unless highway interests defend themselves with a good offense. The tendency will be to resort to class legislation unless the afflicted class finds some satisfactory "out." That is why in many instances taxation of a general nature stands a chance of being passed.

Taxation is the biggest fighting issue. Back of it, of course, are the unbalanced budgets which, if laid end to end, would (because of their downward curves) reach from here to Hades.

THERE will be a variety of taxation proposals. They will cover registration fees, gasoline taxes, sales, privilege and occupational taxes. The menace of higher gasoline taxes will be greatest in those states where present levies are below the national average.

And in most states any consideration of additional taxation will be accompanied by proposals to divert monies from the highway fund to unemployment relief, the building of schools, fish hatcheries, oyster beds and other "fishy" projects. Legislators and string-pulling politicians just can't keep their paws off highway funds. In some cases they would borrow only temporarily and in others permanently. But once borrowed, and once spent, there's no doubt the theft would be permanent.

Of 27 states on whose legislative plans preliminary reports have been made, 22 will consider additional taxation and diversion. In only four states will proposals be made to reduce taxes and prohibit diversion.

Attempts at more drastic regulation of those motor carriers already regulated and new regulation of those who are now free of that burden, seems imminent in all sections of the country. It will be one for "Believe-It-or-Not Ripley" if a single legislature fails to see the introduction of at least one such bill.

Kansas started something when it passed its "Port of Entry" law. The law offers fresh evidence that the mid-west is not only mid-victorian but medieval in its attitude toward truck transportation. In that respect the mid-western states are the Balkans of America. Truck war-clouds gather over them with uncomfortable frequency. All because the soundness of the principle of reciprocity isn't properly recognized. This attitude brought on the tag wars of several years ago. Short-sighted bureaucrats (cock-eyed, if you don't mind frankness) were responsible. And it is apparent that in the port-of-entry law the anti-reciprocity attitude continues.

It appears inevitable that states bordering on Kansas will flirt with retaliatory measures. Instead of tag wars we may have p-o-e wars. Already Iowa is preparing to try a port-of-entry law aimed particularly at Kansas. The newspapers in Illinois are talking about a similar law for that state. Indiana, which might be termed a reciprocity recalcitrant, is ogling the idea, and if it succumbs the bordering states of Ohio, Kentucky, Illinois and Michigan will more than likely declare war.

THERE is no indication that any eastern state will marshal political appointees around its border to stop, inspect and levy on incoming trucks, but the truck opposition isn't altogether idle. In New Jersey a taxpayers association is spreading propaganda favoring a port-of-entry law on the premise that such a law in New Jersey, New York and Pennsylvania would prevent hi-jacking and bootlegging of liquor and gasoline. The idea won't get to first base for lack of popular and political support. Certainly Governor Harold Hoffman, of New Jersey, isn't likely to sanction anything of this sort. As Commissioner of Highways he maintained a liberal attitude toward highway transportation and was a staunch advocate of reciprocity. Nothing has occurred to change that attitude.

The truck industry must be particularly aggressive wherever port-of-entry laws are proposed. Their spread would be a plague and the ports of entry pock marks on healthy interstate highway transportation.

Restrictions on sizes and weights of commercial vehicles won't be neglected,

The Eastman Bill

Commercial Car Journal will carry a complete analysis of the truck regulatory bill which Federal Coordinator of Transportation Eastman intends to introduce in this session of Congress. The bill will doubtless be introduced in time for us to carry the analysis in the February number.

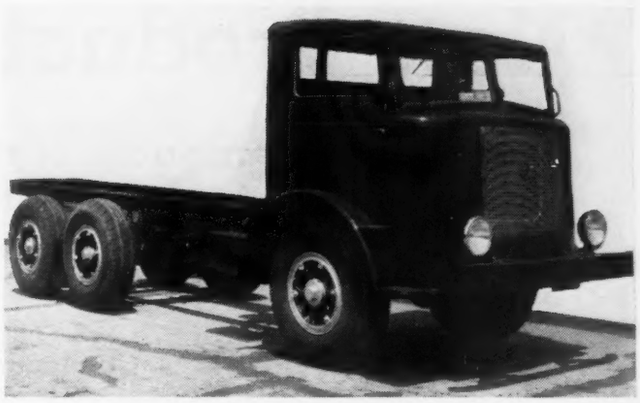
you may be sure. Railroads seem determined to cut trucks down to the size of kiddie-kars. Their opposition to the Uniform Size and Weight Code, sponsored by the American Association of State Highway Officials, is violent. The Bureau of Public Roads, the Society of Automotive Engineers, the National Highway Users Conference, the American Trucking Associations, the American Automobile Association, the National Grange and other organizations embrace it, but the Association of American Railroads is anxious to cut its throat. The man into whose hands the railroads have put the knife is J. J. Pelley. The knife goes with the presidency of their association. He is slashing away at it at every opportunity on the false premise that the large vehicles compel the building of costlier roads than are necessary, and that the standards set in the Uniform Code are at odds with a constantly increasing demand in every state that the commercial use of the public highway be restricted and that the size, weight and speed of heavy trucks and buses be substantially reduced. He claims it's a public demand, but in reality there is about it the unmistakable malodor of railroads.

The industry must fight further restrictions except where they comply with the provisions of the Uniform Code.

FINALLY there will be a lot of nuisance bills. There are cranks in the legislative ranks who get a kick out of giving others the jitters by proposing a screwy bit of legislation. They specialize in gadgets and attachments. Practically all of them are hailed as safety measures. And practically all of them deserve the waste-basket. The industry must see that they land there.

So again let it be emphasized that the fight is on. Give the highway group in your state your moral and active support. Let fly with your dukes, and toot your horn!

FWD's Inter-City Special



Model X6 Special cab-over-engine

MODEL X6 Special by the Four Wheel Drive Auto Co. is of the camel back design with cab set over the engine to permit shorter wheel base and shorter body length.

The all-steel cab on an all-steel mount is of special design. Specially treated, rubberized hair is used in the construction of the cushions. The driver's vision is free on all sides.

Capacity of the X6 Special is 40,000 lb. gross with a chassis weight of 14,000 pounds, cab included. Body weight allowance is 3500 lb. Body space back of the cab varies with the wheel-base as follows: 170 in. standard wheelbase has 180 in. body space; 180 in. optional, 198 in.; 190 in. optional, 216 in.

The steering gear, located on the left side, is of the cam and level type, roller mounted. The truck is powered by a FWD 6-125 engine with 125 hp. at 2500 r.p.m.; torque 330 ft. lb.

A 50-gal. tank is mounted on the running board; the gas forced to the carburetor by a pump. The water-cooling system is operated with a shrouded impeller pump, through a fin and tube type radiator. The capacity of the cooling system is 8¾ gal.

The oil type multiple disc clutch in the transmission is operated by a single hand-controlled lever, the transmission gear always being in mesh. A conventional type center differential compensates for the difference in distance traveled between the front and rear wheels. Power is exerted directly from the transmission shaft equally to all wheels.

The number of wheels is 6 or 10 as desired. All wheels are equipped with 10.50 x 20 balloon tires.

New Truck Registrations by Makes by Months

	Autocar	Brockway	Chevrolet	Diamond T	Dodge	Federal	Ford	G. M. C.	International	Mack	Reo	Sterling	Stewart	Studebaker	White-Indiana	Miscellaneous	Total
January 1934	79	91	8,917	406	2,581	120	6,650	555	2,284	161	289	9	61	98	284	318	22,903
January 1933	47	39	4,884	205	360	52	3,734	344	983	79	137	12	29	134	287	383	11,709
February 1934	58	81	10,718	420	2,723	121	6,459	453	2,150	144	339	14	60	109	357	270	24,476
February 1933	41	42	4,645	174	348	58	2,185	271	1,126	62	151	8	31	152	180	233	9,707
March 1934	64	117	15,112	501	4,154	170	8,642	717	2,841	145	461	10	67	126	452	315	33,894
March 1933	45	51	4,749	202	489	54	2,037	318	1,201	55	132	5	32	101	174	289	9,934
April 1934	88	104	15,050	534	4,367	178	13,167	839	2,729	206	527	4	90	123	558	318	38,882
April 1933	76	97	7,299	362	870	103	4,556	644	2,021	137	216	12	40	180	201	487	17,301
May 1934	146	117	14,148	508	4,441	186	14,390	1,031	2,849	212	578	10	103	193	544	375	39,831
May 1933	106	88	8,649	375	1,332	138	5,665	647	2,463	152	290	7	70	205	218	520	20,925
June 1934	95	108	12,981	481	3,729	196	12,205	884	2,435	154	504	9	67	133	447	350	34,778
June 1933	113	66	10,191	363	1,936	99	6,080	583	2,482	149	278	7	65	184	219	439	23,254
July 1934	99	147	14,704	457	4,224	182	12,492	951	2,548	202	416	17	67	156	396	432	37,490
July 1933	137	107	14,613	440	2,582	171	7,058	757	3,007	217	381	18	74	198	303	579	30,642
August 1934	61	107	15,790	508	4,754	162	14,055	1,033	2,809	143	439	15	56	138	337	383	40,790
August 1933	127	82	11,455	432	4,563	134	6,840	667	2,981	143	351	3	106	214	241	460	28,799
September 1934	118	74	15,159	420	4,086	158	12,250	1,240	2,538	103	369	3	31	153	238	285	37,225
September 1933	105	103	14,026	473	4,316	134	7,088	592	3,137	135	281	9	70	166	194	440	31,269
October 1934	169	118	15,723	535	4,669	200	13,544	1,106	3,238	146	364	16	52	212	460	326	40,878
October 1933	94	87	10,633	498	4,363	159	7,113	701	3,095	159	298	9	70	149	254	376	28,058
November 1934	85	79	11,296	305	3,868	150	8,060	886	2,626	116	393	8	40	131	336	310	28,689
November 1933	142	71	4,849	333	3,675	115	5,524	576	2,222	218	267	14	49	117	177	342	18,691
11 Months 1934	1,062	1,143	149,588	5,075	43,596	1,823	121,904	9,695	29,047	1,732	4,679	115	694	1,572	4,409	3,682	379,816
11 Months 1933	1,033	833	95,993	3,857	24,834	1,217	57,880	6,100	24,718	1,506	2,782	104	636	1,800	2,448	4,548	230,289
11 Months % Gain	3	37	56	32	76	50	111	59	17	15	68	11	9	−13	80	−19	65

− = decrease

New Products on Parade

Descriptions of the Latest Items Put on the Truck Market by Equipment and Specialty Manufacturers

Form Flow Register

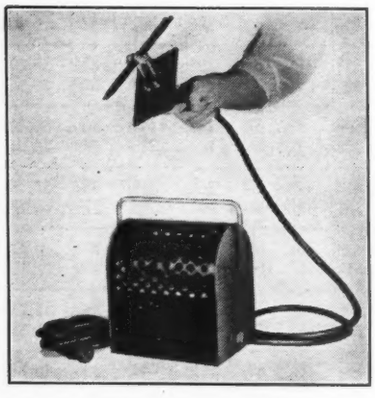
FORM FLOW is the new line of autographic registers announced by Standard Register Co. of Dayton, which features accuracy and convenience in the writing of parts invoices, accessory sales slips, parts requisitions, cash receipts, charge slips and other multiple copy records in automotive concerns.

An audit copy chamber, isolated under lock and key from the loading compartment, provides a detailed carbon copy of every transaction which may be checked at the end of the day for errors, missing sales slips, etc. The unit is styled with modern lines.

Automatic Arc Torch

THE Roffy Automatic Arc Torch & Welder, a high temperature unit, is simultaneously a stable torch and an efficient welder designed to be operated on ordinary house lighting circuit. It is economical and safe from explosive hazards.

When used as a welder for sheet iron, steel, stainless steel and cast iron the metallic arc welding process is followed. When used as a torch with bronze brazing, phosphorus copper welding, soldering, aluminum welding, hard surfacing with tungsten alloys, melting and general heating, the double carbon electrode Joblekov candle flame is used. When used as a single carbon electrode for spot welding,



Arc torch for welding

puddling cast iron and lead, the familiar direct carbon arc to metal is used.

The torch will develop a temperature in excess of 7000 deg. Fahr. at between 4000 to 5000 B.t.u. The torch is a highly specialized tool especially for light gauge materials.

Hydraulic Jack

A "BULLET" Model, 3000 lb. capacity hydraulic jack has been introduced by the Hein-Werner Motor Parts Corp., Waukesha, Wis.

Hydraulic jack

This compact, sturdy jack is ideal for all passenger cars and light trucks, including cars with knee-action. Weighs only 11 lbs. Has lifting range 7 in. to 14¼ in. and is easily positioned with a long 34-in. pin-locked handle fitting into balance-centered socket. They are tested at 1½ times their rated capacity.

F-M Bearing Material

THE Federal-Mogul Corp., Detroit, announces a line of cadmium-silver-copper alloys, a new type of high load capacity bearing material.

The function of the new bearing metal is to provide bearings which maintain their "strength" at the high operating speeds, high crankcase temperatures, and the high bearing loads encountered in modern engines.

Trouble Shooting Book

IF you want up-to-date information on motor tune-up, high-speed ignition, motor testers, fuel pumps, gas analyzers, auto radio noise prevention, etc., read A. H. Packer's book, "Electrical Trouble Shooting on the Motor Car and Airplane," just off the press.

This material includes such interesting features as instructions on wiring, generators, starters, battery ignition, magnetos, voltage regulators, test benches, storage batteries, armature and field testing and headlamp focusing. Price $4. Sold by A. H. Packer, 8115 Harper Ave., Chicago, Ill.

A Correction

The name of the manufacturer of the "Parts Cleaning Tank" described in this department in the December issue should have read "Circo Products Co.," not "Arco Products," as it appeared, due to a typographical error.

Simplex Piston Ring

A NEW type of piston ring of a low-friction, unbreakable material is announced by the Simplex Piston Ring Co. of America, Inc., 1936 E. 66th Street, Cleveland.

The unusual results claimed for the new rings are due to three striking departures from conventional design. These consist of the full width, inner ring principle pioneered with Simplex rings in 1923, shaping the ring to fit and seal the cylinder; laminated construction of flat, spiral-shaped sections, providing groove and gap seal in addition; and the use of molium, a metal never before used for piston rings and an exclusive development of the Simplex company.

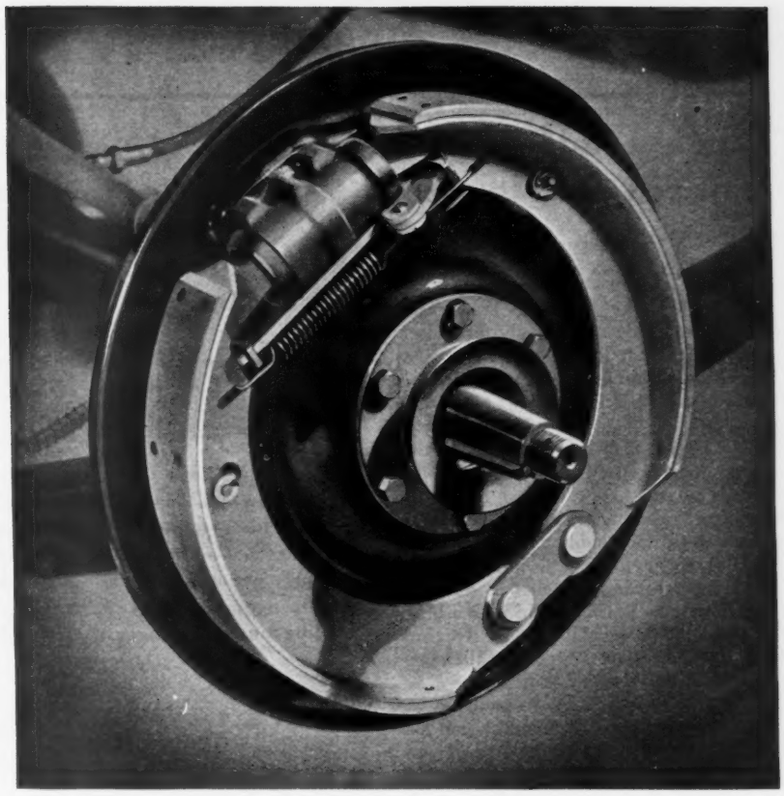
Wig-Wag Signal

AN automatic truck safety signal geared for highway operation is made by the National Automatic Safety Signal Co., 109 W. Austin Ave., Chicago. It consists of four beacons attached to the four corners of the rear of the truck body. When the truck travels 20 m.p.h. or less, when it parks and when the foot or emergency brake is on, the beacons flash up and down until the truck resumes its high speed again, then the signals operate as stationary lights.

A small pilot panel in the driver's cab enables the driver to watch the signals

Automatic wig-wag signal

without taking his attention from the road. Four lights in the pilot are wired to the four beacons and register the exact action of the rear beacon lights.



SOUND PRINCIPLE,

plus

10 YEARS' PROOF

—result:

World-wide demand for Hydraulic Braking!

The men and women who buy motor cars have cast an enormous, and annually growing, vote for hydraulic braking.

They *like* hydraulic braking. They like everything about it . . . the smooth, cushioned easy-ness . . . the consistent, enduring equalization . . . the freedom from need for lubrication of the braking system . . . the quick, simple take-up adjustment which is required only after thousands of miles of brake-lining wear.

Manufacturers *like* hydraulic braking. They like the wide public acceptance it has won . . . and the noticeably easy factory assembly.

Car dealers *like* hydraulic braking. They like the assurance of low service overhead, and the tangible sales asset which it represents.

Correspondence is invited.

HYDRAULIC BRAKE COMPANY
DETROIT, MICHIGAN

LOCKHEED HYDRAULIC
Four BRAKES *Wheel*

OFFICIALLY SERVED THROUGHOUT THE NATION BY WAGNER ELECTRIC CORPORATION

NEWS

Truck Trade Code Ready for Hearing

Used Car Trade - In Provision Slated to Go as Unenforceable

The Automobile Retailing Trade Code for the truck industry is ready for presentation to NRA, it has been announced by Jack Frost, who has been in charge of National Automobile Dealers Association guide book publication. It is expected that most of the controversial points that caused some stormy sessions when the truck code was first discussed before the Emergency National Committee will be carried into the public hearing before NRA when the formula is presented.

The trend of developments in the code price provisions hearings held in Washington by the National Industrial Recovery Board indicates that the trade-in allowance provision in the dealers' code is slated for the discard. Testimony presented has intimated that violation of this provision has been widespread and has created serious doubt among NRA officials whether enforcement of it is possible.

There appears to be a growing complaint from dealers and the buying public in all sections of the country against the retention of this clause. In fact, opposition to it has appeared even within NRA ranks.

Ford Sales Firm

Ford dealers throughout the United States sold more commercial units last October than in any October since 1930, the company reports.

It's a Long, Long Trail

State highway departments in conjunction with the United States Bureau of Public Roads built or improved more than 40,000 miles of roads during the 12 months of 1934, enough to circle the earth and go more than half way around again if you want to try it.

Mock Is Bendix V-P

Frank C. Mock has been appointed vice-president in charge of carburetor engineering of the Bendix Products Corp., Chicago.

White Joins Linderman

Clyde L. White has joined Linderman Devices, Inc., Detroit, as chief engineer. He was formerly assistant chief engineer of Bendix Brake Co.

Gartley Opens Ford Dealership

P. C. Gartley, one time general sales manager of Willys-Overland and later Chicago distributor for that company, has opened a Ford dealership in Chicago, at 2000 S. Michigan Ave.

Hagel Gets Atlanta and Dallas

T. N. Hagel, in charge of sales for Borg-Warner at Atlanta, has been made district sales manager for the Atlanta and Dallas territories.

Boosted by M-H

Robert C. Wallace (left) who has been advanced from service manager to assistant chief engineer of the Marmon-Herrington Co., and Harold B. Blank (right) promoted from assistant to service manager to fill the vacancy created by the advancement of Mr. Wallace.

1935 Ford Truck Prices Announced

List prices of 1935 Ford V-8 trucks just announced are: 131½ in. chassis $500; 131½ in. chassis with closed cab $595; 131½ in. platform $650; 131½ in. stake $675; 131½ in. dump chassis $530; 131½ in. dump chassis with closed cab $625; 131½ in. dump truck $800; 157 in. chassis $525; 157 in. chassis with closed cab $620; 157 in. platform $690; 157 in. stake $735; 112 in. commercial car (closed cab chassis) $455; 112 in. commercial car (pick-up) $480.

Reo Ups Mohun and Stephan

Ward W. Mohun has been advanced to the position of assistant sales manager of the Reo Motor Car Co., and E. W. Stephan has been placed in charge of all Reo branches in the United States, C. A. Triphagen, sales manager of the company announces.

Borg-Warner Plans Clutch Service

A new factory built clutch exchange service has been included in the clutch merchandising program of Borg-Warner Service Parts Co., of Chicago, in which the company will furnish a complete factory exchange service on cover assemblies and a large number of the driven plates for all passenger cars, trucks and busses. The service is available to car owners, jobbers and salesmen.

Wheatley with Raybestos

James A. Wheatley, Jr., has been appointed Chicago district sales manager of Raybestos-Manhattan, Inc. He will cover the entire middle-west.

Brettell Elected M.T.M. Club Head

Clinton Brettell, Superintendent of Garages, R. H. Macy & Co., N. Y. C., was elected president of the Motor Truck Maintenance Club of New York at its recent annual meeting.

Truck Sales Are Up 65% for 11 Months

Registrations in Step with Production Which Increased 68.3%

Truck registrations for November continue their upward trend for 1934 with an increase in registrations over 1933. November closed with a total registration of 28,689 units, 9998 over November of 1933. The total for the first 11 months of 1934 was 379,816, an increase of 81,762 over the same period in 1933. The gain in registrations is 65 per cent.

Largest gains were recorded by Ford with 111 per cent, White-Indiana with 80 per cent, Dodge with 76 per cent and Reo with 68 per cent. Others registering large gains were GMC, Federal, Chevrolet, Diamond T., etc.

Production figures also show a large increase over 1933 of 216,754 units, or an increase for 1934 of 68.3 per cent.

Industry Enters Second Code Year

The trucking industry will enter its second code year on Feb. 10. Greater benefits to the industry are expected. The National Code Authority has already authorized a budget for NRA approval amounting to approximately $1,275,000.

Maccar Moves Operations

Maccar Motor Truck Co., Scranton, Pa., is moving to Allentown, Pa., and will manufacture and service trucks in the plant formerly occupied by the Shelden-Hahn Company. Maccar is one of the units owned and operated by Dallas E. Winslow, Inc. L. K. Gordon is general manager in charge. John P. Lynch is service manager.

Traphagen and Pierce with Wheels

W. E. Traphagen and J. Otis Pierce have joined Wheels, Inc. Mr. Traphagen, formerly with the B. O. P. organization, will be connected with the service department of Wheels. Mr. Pierce, formerly vice-president, in charge of sales for the Brown-Lipe division of the Spicer Manufacturing Co., will go to the Newark branch of Wheels in an executive capacity.

Rowland, Inc., Open in Chicago

William and Harvey Rowland, Inc., Philadelphia manufacturers of automobile springs, have opened a branch sales office at Chicago. James F. Flanigan, formerly with the Burton Auto Springs Co., has been named assistant sales manager in charge of the new office.

Henry V. Middleworth

Henry V. Middleworth, maintenance superintendent for the Consolidated Gas Co., New York, died last month. He was an active member of the New York Motor Truck Association.

COMMERCIAL CAR JOURNAL'S

TRUCK SPECIFICATIONS TABLE

The Commercial Car Journal's Truck Specifications Table is brought up to date in each issue from data supplied monthly by truck manufacturers

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KEY TO ABBREVIATIONS AND REFERENCE MARKS

GENERAL

Chassis Price—Chassis price quoted applies to the standard wheelbase and specifications listed. All prices are F.O.B. factory.
***—List price not yet established. Ready next issue.
Tonnage Rating—Where a spread of ratings is given the maximum ratings are for ideal operating conditions and the minimum for extremely difficult conditions; the ranges between are for varying operating conditions.
Gross Vehicle Weight—Is chassis weight, plus body and cab, plus payload. Gross vehicle weight given for a model is based on maximum recommended tire size and not on tires listed as standard equipment.
Chassis Weight Stripped—Includes gas, oil and water and all things included in chassis price. Does not include the weight of cab.
Maximum Brake H. P. at Given R.P.M.—Is actual dynamometer reading without accessories.
Tractors—Unless given the designation N (meaning not available as tractor), all standard models may be assumed to be available as tractors.
(A) All Torque and Brake Horsepower values listed are based on engine outputs with all Standard Equipment Accessories running and are the same values obtaining with the truck on the road in actual operation.
(N) Not available as tractor.
(T) This designation accompanying a model number indicates vehicle is specifically designed for tractor use only.
c. o. e.—Cab-over-engine design.
(3) **Corbitt**—Larger engines and corresponding auxiliary units provided on all models at extra cost.
(4) **Day Elder**—Model 75—1½ ton—same specifications except price—$945, and larger tire size—B6.00/20 front and DB6.00/20 rear.
(5) **Dodge**—F-61 available as special tractor truck with 146-inch wheelbase with model designation of F-60, at $2645. K-61 available as special tractor truck with 146-inch wheelbase with model designation of K-60, at ***.
(5a) **Dodge**—Model H20, ¾-1 ton, gross vehicle weight 6,000 lb., price $502, has same specifications as H30 except tires which are 7.50/17 and lighter rear springs.
(6) **General Motors**—Models T-18 to T-61 inclusive are also available for export only as coach chassis. Dual performance axle at extra cost in Model T-18. Double reduction axles optional at extra cost in Models T-43, T-46, T-46H, T-51, T-73H and T-74. Worm type axles optional at price deduction in Models T-61, T-75T, T-75, T-75H and T-83. Chassis prices and weights on all cab-over-engine models include the cab. A complete line of superheavy duty models designated T-85 series (4-wheel) and T-95 series (6-wheel) custom-built to exactly meet customer's requirements are available with a range of axles, wheelbases, engines, transmissions, etc., and prices will be quoted upon application.
Gramm—Larger engines and corresponding auxiliary units provided on all models at extra cost when type of service demands. Wheelbases and body mounting dimensions may change to suit special requirements. Double reduction axles available on all models except AX and BX.
Gross weight indicated for each model in the table is the straight rating.
Series CXH is supplied with Hercules JXB engine in Model CXHB and Hercules JXC in Model CXHC.
(7) **Grass Premier**—Eight cylinder engines available on following models: 835 with Lyc. GU at $1515 list; 865 with Lyc. HF at $4230; 875 with Lyc. AE at $5400.
(8) **International Harvester**—A-1, ¾ ton, same as A-2 except less spring leaves and smaller tires.
(9) **Le Moon**—Model 600 available with Lyc. AEC at same cost. Models 701 and 801 available with Waukesha 68RL at same cost.
(10) **Sterling**—Rocker arm used in place of springs.
(D) **Sterling**—Diesel Equipped.
†**Reo**—Model 1D is the longer wheelbase edition of Model 1B. The frame dimension is 7x2¼x¼. It is furnished at extra cost.
††**Reo**—2J, 2K same as 2H except 166 in. wheelbase and price of $1695.
††**Reo**—3J same as 3H except wheelbase of 170 in. and price of $2085; 3K same as 3H except 185 in. wheelbase and price of $2155. 3M same as 3H except 205 in. wheelbase.
(11) **Studebaker**—S-2 in 141 in. and 165 in. wheelbases has 6½ in. frame depth.
(12) **White**—Each model shown is furnished with different specifications for different tonnage ratings.
*—Factory governed speed 2400 r.p.m.
(12a) **White**—Special prices for each installation.
(13) **Marmon-Herrington**—Available with Hercules Diesel engine. Price on application.
(14) **Ford**—Rear axle ratios 5.14 and 6.6 optional on 1½-ton trucks.
(15) **Mack**—Chassis price and weight include cab.
(16) **Biederman**—Will furnish Continental, Hercules, Waukesha and Lycoming engines at the buyer's option.
(17) **Moreland**—All Moreland models available with Waukesha engines and as six-wheelers with dead axle.
(18) **Walker**—Frame lengths may be changed, within limits, to suit individual requirements, at no additional cost.
(19) **Available**—Models WS125, WS240 and WS300 are available as cab-over-engine types.

MAKES—ALL

AB—American Bosch.
A LaF—American La France.
AL—Auto Lite.
B—Bendix.
BB—Borg & Beck.
BL—Brown-Lipe.
BO—Bendix front, Own rear.
Blo—Blood.
Bu or Bud—Buda.
BW—Borg Warner
BWs—Bendix front, Westinghouse rear.
C or Col—Columbia.
Car—Carter.
Ch—Chicago.
Ci—Ignition by compression.
Cl or Cla—Clark.
Cle—Cleveland.
Co—Covert (transmission).
Co—Covert (clutch)
Con—Continental.
Cot—Cotta Gear.
Cum—Cummins-Diesel
Det—Detroit Lubricator.
DG—Detroit Gear and Machine.
DR—Delco Remy.
Eat—Eaton.
Ei—Eisemann.
En—Governor built in engine
EV—Electro-Vac (gov.) Pierce
Fe—Fedders.
Fu—Fuller.
Ge—Gemmer.
GO—G. & O.
Ha—Handy (governor).
Ha—Hannum (steering gear).
HaS—American Car & Fdry.
Her—Hercules.
Hr—Harrison.
HS—Merchant & Evans (clutch).
HS—American Car & Fdry. (governor).
Jac—Saginaw.
Jo—Jones.
KP—Handy.
L—Lockheed.
Le—Leibing
Li—Lipe, W. C.
LN—Leece Neville.
Lo—Long.
LO—Lockheed front, Own rear
LW—Lockheed front, Wisconsin rear.
Lyc—Lycoming.
Mc—McCord.
Ma—Marvel.
ME—Merchant & Evans.
MM—Mechanics Mach.
Mo—Modine (radiator).
Mo—Monarch (governor).
My—Mallory.
NE—North East.
No—Not supplied.
ns—No Standard.
O or Ow—Own.
Op or Opt—Optional.
Pe—Pierce (governor).
Pe—Perfex (radiator).
PS—Peters & Snead.
RB—Robt. Bosch.
Ro—Rockford.
Ros—Ross.
Sc—Scintilla.
Sch—Wheeler-Schebler.
Shu—Shuler.
SpB—Spicer and Blood.
Spi—Spicer.
Ste or St—Sterling.
Sto.-Bat.—Storage Battery
Str—Stromberg.
Til—Tillotson.
T or Tim—Timken.
TWH—Timken Wisconsin Herrington
WG—Warner Gear.
Wa—Waukesha (governor).
Wau—Waukesha.
W or Wis—Wisconsin.
Ws—Westinghouse.
Yo—Young.
Zen—Zenith.

BRAKES—SERVICE

Location

2—Two Wheels, rear only.
2/4—Two-wheel brakes effective on all four wheels through driveshaft.
4/6—Brakes on four rear wheels effective on all wheels through driveshaft.
T/4—Brake on transmission effective on all four wheels through driveshaft.
4—Four Wheels, front and rear.
4r—Four Wheels, rear only.
6—Six Wheels, front and rear.
J—Jackshaft.
P—Propeller shaft.

Type

I—Internal.
X—External.

Operation

A—Air.
D—Hydraulic and mechanical.
H—Hydraulic.
M—Mechanical.
V—Vacuum.

BRAKES—HAND

Location

C—Center of double propeller shaft.
2—Rear wheels.
4—Four wheels.
R—Worm or bevel gearshaft.
T—Transmission.
F—Driveshaft.

Type

D—Tru-Stop disk.
I—Internal.
X—External.

BRAKE DRUMS

Material

a—Cast alloy iron.
A—American Car Fdry.
C—Centrifuse.
D—Dayton.
E—Ermalite.
G—Gunite.
H—Hunt Spiller.
c—Cast iron.
p—Pressed steel.
P—Pressed steel.
s—Cast steel.
(Where a combination of any of the above is used, the first reference mark applies to the front and the second to the rear drums.)

CLUTCH

Type

D—Multiple disk.
dp—Double plate.
O—Plate in oil.
P—Single plate.

ENGINE

Valve Arrangement

F—Inlet valve in head; exhaust valve at side.
H—In head.
L—"L" head, valves at side.
T—Inlet and exhaust on opposite sides.

Camshaft Drive

C—Chain.
G—Gear.

Piston Material

A—Aluminum alloy.
B—Semi-steel.
C—Cast iron.
N—Nickel iron.
S—Aluminum alloy with strut.

Main Bearings

r—Rear main bearing.

Oiling System

CC—Pressure to main, connecting rod and camshaft bearings.
FP—Pressure to main, connecting rod camshaft bearings and piston pins.
PC—Pressure to mains and connecting rod bearings.
PG—Pump, gravity and splash.,
PS—Pressure with splash.

FRAME

Type

I—"I" Beam.
C—Channel.
T—Channel tapered front and rear.
L—Channel reinforced with liner.
B—Channel reinforced with both liner and fishplate.
P—Channel reinforced with plate.
TL—Channel tapered front and rear reinforced with liner.
D—Drop Center.
Tf—Tapered front.
X—x-Braced.

FUEL SYSTEM

Fuel Feed

E—Electric pump.
G—Gravity.
M—Mechanical pump.
P—Pressure.
V—Vacuum.
B—Bosch.
C—Cummins.

REAR AXLE

Final Drive and Type

B—Bevel.
C—Chain.
D—Dead.
F—Full-floating.
2—Double Reduction.
S—Spiral bevel.
W—Worm.
w/2—Worm or Double Reduction Optional.
½—Semi-floating.
¾—Three-quarter floating.

Drive and Torque

A—Radius Rods and Torque Arm.
H—Hotchkiss. (springs)
R—Radius Rods
T—Torque Arm.
U—Torque Tube.

SPRINGS

Auxiliary Type

½—Semi-elliptic above or below main springs.
¼—Quarter elliptic.
C—Coil spring.
N—No.
O—Optional.

TIRES

B—Balloon.
DB—Dual Balloons.
P—High Pressure Pneumatics.
DP—Dual High Pressure Pneumatics.
S—Solids.
DS—Dual Solids.
*—Pneumatics at extra cost.

TRANSMISSION

Location

A—Amidships.
J—Unit with jackshaft.
U—Unit with engine.

Auxiliary Location

No—Not furnished.
O2—2 speed axle unit optional at extra cost.
Op—Optional at extra cost.
A—Amidships.
R—Rear of amidships main transmission.
U—Unit with engine.

WHEELS DRIVEN

2C—Center pair of rear wheels.
2R—Rear pair of rear wheels.
4F—Front and center pair of rear wheels.
4R—Four rear wheels.
6—Six wheels.

Line Number	MAKE AND MODEL	GENERAL (See Keynote) Tonnage Rating	Chassis Price	Standard Wheelbase	Max. W. B. Furnished	Gross Vehicle Weight	Chassis Wt. (Stripped)	TIRE SIZE Front	TIRE SIZE Rear	ENGINE Make and Model	ENGINE No. of Cylinders, Bore and Stroke	TRANSMISSION Make and Model	TRANSMISSION Location, Forward Speeds	TRANSMISSION Aux. Location and Speeds	REAR AXLE Make and Model	REAR AXLE Gear and Type	REAR AXLE Drive&Torque	REAR AXLE GEAR RATIOS In High	REAR AXLE GEAR RATIOS In Low	FRAME Side Rail Dimensions	FRAME Type
1	A.C.F.....160	6	6950	186	222	26000	10170	B9.75/22	B9.75/22	HaS 160	6-4½x5½	BL 1714	U 4	Op	Tim 76730	2F	R	7.46	52.7	8x3x¼	P
2	.....175B	6½	8300	186	222	26000	10750	B10.50/22	B10.50/22	HaS 175	6-5x6	BL 714	U 4	Op	Tim 76730	2F	R	7.46	38.6	8x3x¼	P
3	.....175A	7½	8800	186	240	30000	11610	B10.50/24	B10.50/24	HaS 175	6-5x6	BL 714	U 4	Op	Tim 79730	2F	R	7.48	38.7	8x3x¼	P
4	Armieder.....11H	1½–2½	1295	156	195	11500	4850	B6.50/20	DB6.50/20	Con 20C	6-3½x4½	BL 35	U 4	No	Tim	BF	H	5.83	31.2	6x3x¼	P
5	.....21Ha	2½–4	2185	160	207	15300	5450	B8.25/20	DB8 25/20	Her WXC	6-4x4½	Fu 5-A-38	U 5	No	Tim	BF	H	6.06	38.5	6x3x¼	P
6	.....31Ha	3–4½	2695	146	213	19500	5750	B9.00/20	DB9.00/20	Her WXC	6-4x4½	Fu 5-A-38	U 5	No	Tim	BF	R	6.02	39.2	7x3x¼	P
7	.....41Ha	4½–6	3050	146	227	23000	6600	B9.75/20	DB9.75/20	Her WXC	6-4x4½	Fu 5-A-38	U 5	No	Tim	BF	R	6.83	43.8	7x3x¼	P
8	.....61Ha	5–7	3725	146	227	24000	7400	B9.75/20	DB9.75/20	Her WXC2	6-4½x4½	Fu 5-A-38	U 5	No	Own	2F	R	7.07	49.7	8½x3x¼	P
9	.....71Ha	8–11	5895	152	247	35000	9820	B10.50/24	DB10.50/24	Her RXC	6-4½x5½	Fu 5-A-53	U 5	No	Wis	2F	R	7.07	49.8	8½x3x¼	P
10	.....(T) TRD	10	4150	148	174	35000	7100	B9.00/20	DB9.00/20	Her YXC	6-4½x4½	Fu 5-A-53	U 5	No	Own	2F	R	7.8	56.8	7x3x¼	P
11	.....(T) TRDA	12	4350	148	174	39000	7226	B9.75/20	DB9.75/20	Her YXC3	6-4½x4½	Fu 5-A-53	U 5	No	Own	2F	R	7.8	56.8	7x3x¼	P
12	.....(T) TRDB	15	4595	148	174	45000	7326	B9.75/20	DB9.75/20	Her RXC	6-4½x5¼	Fu 5-A-53	U 5	No	Wis	2F	R	7.8	56.8	7x3x¼	P
13	Autocar.....RG	2½–5½	3000	150	192	.....	6756	B8.25/20	DB8.25/20	Own R	6-3¼x4¾	Own T	U 4	No	Own D	2F	H	6.21	39.3	8x3x¼	T
14	.....RH	6½	3400	150	192	.....	7215	B9.75/20	DB9.75/20	Own R	6-3¼x4¾	Own T	U 4	No	Own DF	2F	H	7.13	45.1	8x3x¼	T
15	.....D	2½–7½	3500	150	192	.....	6844	B8.25/20	DB8.25/20	Own SD	6-4x4¾	Own T	U 4	No	Own D	2F	H	6.21	39.3	8x3x¼	T
16	.....DF	4–8½	3950	135	177	.....	7634	B9.00/20	DB9.00/20	Own SD	6-4x4¾	Own T	U 4	No	Own TE	2F	H	6.43	40.7	8x3x¼	T
17	.....DH	6	4150	135	177	.....	7750	P36x8	DP36x8	Own SD	6-4x4¾	Own T	U 4	No	Own N	2F	H	8.57	54.3	8x3x¼	T
18	.....N	5½–8	4650	178	213	.....	8680	B9.75/20	DB9.75/20	Own SCH	6-4¼x4¾	Own D	U 5	No	Own N	2F	H	7.20	45.6	9x3x¼	T
19	.....NF	6–9	4750	178	213	.....	9284	B9.75/22	DB9.75/22	Own SCH	6-4¼x4¾	Own D	U 5	No	Own TF	2F	H	7.20	42.1	9x3x¼	T
20	.....S	9	5500	168	168	.....	9464	B9.75/22	DB9.75/22	Own SCH	6-4¼x4¾	Own T	U 4	A 3	Own CG	2F	H	8.52	54.0	9x3x¼	T
21	C	7½	6650	158	176	.....	11784	B10.50/24	DB10.50/24	Own SCM	6-4½x4¾	BL 734	U 4	A 3	Wis 78720	2F	H	9.92	121.	10½x3x¼	T
22	.....CE	7½	6000	172	203	.....	10300	S36x7	DS40x8	Own SCM	6-4½x4¾	Own T	U 4	No	Own C	2F	R	8.57	52.6	9x3x¼	T
23	.....NFS	7½	5600	208	208	.....	10000	B10.50/20	DB10.50/20	Own SCH	6-4¼x4¾	Own T	U 4	No	Own TF	2F	H	7.20	45.6	9x3x¼	T
24	.....T	7½–10½	5900	178	228	.....	10319	B10.50/22	DB10.50/22	Own SCM	6-4½x4¾	Own D	U 5	No	Own TG	2F	H	7.20	88.5	9x3x¼	T
25	.....TS	10	6600	204	204	.....	10823	B10.50/24	DB10.50/24	Own SCM	6-4½x4¾	Own T	U 4	No	Own TG	2F	H	8.68	55.0	10½x3x¼	T
26	.....6T	8½	6300	214	228	.....	10020	B9.75/22	DB9.75/22	Own SCM	6-4½x4¾	BL 7351	U 5	No	Own CG	2F	H	7.20	87.6	10½x3x¼	T
27	(Eng.und.seat)UD	3½–6½	3500	97	145	.....	7126	P34x7	DP34x7	Own SD	6-4x4¾	Own T	U 4	No	Own H & D	2F	H	6.21	39.3	8x3x¼	T
28	.....UDF	5–8½	3950	109	145	.....	7882	B9.00/20	DB9.00/20	Own SD	6-4x4¾	Own T	U 4	No	Own TE	2F	H	6.43	40.7	8x3x¼	T
29	.....UN	5½–8	4650	96	163	.....	9098	B9.75/20	DB9.75/20	Own SCH	6-4¼x4¾	Own D	U 5	No	Own C & N	2F	H	7.20	45.6	8x3x¼	T
30	.....UNF	6½–9	4850	128	163	.....	9415	B9.75/22	DB9.75/22	Own SCH	6-4¼x4¾	Own D	U 5	No	Own TF	2F	H	7.20	42.1	9x3x¼	T
31	.....UNFS	7½	5600	145	145	.....	9585	B10.50/20	DB10.50/20	Own SCH	6-4¼x4¾	Own T	U 4	No	Own TF	2F	H	7.20	45.6	9x3x¼	T
32	.....US	5	5300	109	109	.....	9115	B9.75/22	DB9.75/22	Own SCH	6-4¼x4¾	Own D	U 5	No	Own CG&TG	2F	H	7.20	45.6	9x3x¼	T
33	.....UT	7½–10½	5900	128	163	.....	9960	B10.50/22	DB10.50/22	Own SCM	6-4½x4¾	Own D	U 5	No	Own CG&TG	2F	H	7.20	45.6	9x3x¼	T
34	.....UTS	10	6600	145	145	.....	10927	B10.50/24	DB10.50/24	Own SCM	6-4½x4¾	Own T	U 4	No	Own TG	2F	H	8.68	55.0	10½x3x¼	T
35	.....6UT	8½	6300	145	163	.....	10525	B9.75/22	DB9.75/22	Own SCM	6-4½x4¾	Own T	U 4	A 3	Own CG&TG	2F	H	7.20	45.6	10½x3x¼	T
♦ 36	Available(19) W-120	1½	1245	Op	Op	11200	4000	B6.50/20	DB6.50/20	Wau BL	6-3½x4¼	WG T9	U 4	No	Tim 53300	SF	H	6.6	42.2	10x2½x¼	TX
37	.....W-170	2½	1620	Op	Op	13400	4700	B7.50/20	DB7.50/20	Wau BL	6-3½x4¼	WG T9	U 4	No	Tim 54300	SF	H	6.8	43.5	10x2½x¼	TX
38	.....W-210	2½	1720	Op	Op	13400	4800	B7.50/20	DB7.50/20	Wau BK	6-3¾x4¼	BL 234	U 4	No	Tim 54300	SF	R	6.8	43.5	10x2½x¼	TX
39	.....W240	3	1975	Op	Op	16300	5400	B8.25/20	DB8.25/20	Wau BK	6-3¾x4¼	BL 234	U 4	No	Tim 56200	SF	R	7.4	47.4	12x2½x¼	TX
40	.....W300	4	2750	Op	Op	20700	7000	B9.00/20	DB9.00/20	Wau 6-110	6-4x4¾	Fu 5-A-380	U 5	No	Tim 58205	SF	R	7.8	54.6	12x2½x¼	TX
41	.....W400	5	3750	Op	Op	25500	8200	B9.75/20	DB9.75/20	Wau 6-125	6-4½x5¼	Fu 5-A-530	U 5	No	Tim 65720H	WF	R	8.5	55.6	14x3x¼	TX
42	Biederman.....10	1½	895	130	157	6000	2800	B6.00/20	B6.00/20	Con 25A (16)	6-3¼x4	War	U 4	No	Cla B373	BF	R	5.10	31.6	7x3x¼	T
43	20	1½	1195	157	170	8400	3200	B6.00/20	DB6.00/20	Wau 6BL(16)	6-3½x4¼	War	U 4	No	Cla B373	BF	R	6.37	39.4	7x3x¼	T
44	30	2	1280	157	170	11400	4100	B7.00/20	DB7.00/20	Wau 6BL(16)	6-3½x4¼	War	U 4	No	Cla B373	BF	R	6.37	39.4	7x3x¼	T
45	40	2½	1795	180	200	16000	5400	B8.25/20	DB8.25/20	Wau 6BK(16)	6-3¾x4¼	Cla	U 5	No	Cla B613	BF	R	6.37	45.0	7½x3x¼	T
46	50	3	2400	180	200	20000	6450	B9.00/20	DB9.00/20	Wau 6BK(16)	6-3¾x4¼	Cla	U 5	No	Cla B805	BF	R	6.42	46.7	7½x3x¼	T
47	60	3	3150	180	210	20000	6820	B9.00/20	DB9.00/20	Lyc ASE (16)	6-3¼x4½	BL	U 5	No	Cla B805	BF	R	6.42	46.7	8x3x¼	T
48	70	3½	3600	157	210	24000	7530	B9.75/20	DB9.75/20	HerWXC3(16)	6-4¼x4½	BL	U 5	No	Wis 1237	2F	R	8.00	58.7	8x3x¼	T
49	80	5	4200	187	210	28000	8500	B10.50/20	DB10.50/20	Her RXB (16)	6-4½x5¼	Ful	U 5	No	Wis 1737	2F	R	8.94	65.1	10x3x¼	T
50	Brockway.....80	2	1210	149	168	11500	4035	B6.50/20	DB6.50/20	Con 26B	6-3¾x4	Wa T9	U 4	No	Tim 53200H	SF	H	6.2	36.2	7 1/4x2½x1/2	T
51	90	2–2½	1510	149	186	14000	4480	B7.00/20	DB7.00/20	Con 28B	6-3¾x4½	Wa T9	U 4	No	Tim 54300H	SF	H	5.83	37.4	7 1/4x2½x1/2	T
52	100	2½	1855	168	200	15000	5125	B7.50/20	DB7.50/20	Con 28B	6-3¾x4½	Fu	U 5	No	Tim 54300H	SF	H	5.83	46.0	7 1/4x2½x1/2	T
53	120	2½–3	2260	156	188	15000	5800	B7.50/20	DB7.50/20	Con 30B	6-4x4¼	BL 314	U 4	No	Tim 54300H	SF	H	5.83	38.5	7 1/2x3x1/4	T
♦ 54	125	2½–3	2100	156	200	15000	5700	B7.50/20	DB7.50/20	Con 31B	6-3¾x4½	BL 234	U 4	No	Tim 54300H	SF	H	5.83	37.37	7 1/2x3x1/4	T
♦ 55	140	3–3½	2850	156	200	17500	6385	B8.25/20	DB8.25/20	Con 30B	6-4x4½	BL 314	U 4	Op	Wis 5000L	2F	R	6.66	43.5	7 1/2x3x1/4	T
♦ 56	150	3–3½	2660	170	200	18500	6275	B8.25/20	DB8.25/20	Con 32B	6-4¼x4½	Fu 5-A-38	U 5	Op	Tim 56200H	SF	R	5.71	35.0	7 1/2x3x1/4	T
57	141	3½–4	3355	170	200	21000	7450	B9.00/20	DB9.00/20	Con 30B	6-4x4½	BL 314	U 4	Op	Wis 72000	2F	R	7.0	46.2	8x3x¼	T
58	160	3¼–4	3295	170	200	21000	7500	B9.00/20	DB9.00/20	Con 32B	6-4¼x4½	Fu 5-A-38	U 5	Op	Tim 58205H	SF	R	6.14	48.5	8x3x¼	T
59	170	4	3640	170	212	21000	7700	B9.00/20	DB9.00/20	Con 33B	6-4¼x4¾	BL 5352	U 5	Op	Wis 72000	2F	R	5.78	44.5	8x3x¼	T
60	.....175–X	4–7½	4290	170	224	25000	7900	B9.00/20	DB9.00/20	Con 34B	6-4½x4¾	BL 5352	U 5	Op	Wis 1337BH	2F	R	5.63	43.4	8½x3x¼	T
61	195	5–7½	4230	170	224	25000	8540	B9.75/20	DB9.75/20	Con 33B	6-4¼x4¾	BL 5352	U 5	Op	Wis 1337BH	2F	R	5.63	43.4	8½x3x¼	T
62	220	6–9	4930	170	224	30000	8980	B10.50/20	DB10.50/20	Con 34B	6-4½x4¾	BL 5352	U 5	Op	Wis 1737KH	2F	R	5.75	44.3	8½x3x¼	T
63	260	10	6030	212	240	30000	9585	B10.50/22	DB10.50/22	Con 35B	6-4½x5¼	Fu MHU	U 4	Op	Wis 1737KH	2F	R	8.05	50.7	8¼x3x¾	T
64	.....260S	10	6380	212	240	36000	10015	B10.50/24	DB10.50/24	Con 35B	6-4½x5¼	Fu MHU	U 4	Op	Wis 1737KH	2F	R	8.05	50.7	8¼x3x¾	B
65	.....V-1200	15	10500	156	240	60000	12400	B11.25/22	DB11.25/22	A LaF V12	12-4x5	BL 7351	U 5	Op	Wis 1910W	2F	R	7.95	49.8	10x3x¼	T
66	.....PC-15-SD	2–3	1950	168	200	15000	4985	B7.50/20	DB7.50/20	Con 28B	6-3¾x4½	Fu 5-A-38	U 5	Op	Tim 54300H	SF	H	5.83	46.0	7 1/4x2½x1/2	T
67	.....PC-22-SD	3½–4	3200	188	200	22000	7080	B9.00/20	DB9.00/20	Con 32B	6-4¼x4½	Fu 5-A-38	U 5	Op	Tim 58205H	SF	H	6.14	48.5	8x3x¼	T
68	.....PC-22-SP	3–4	4200	170	212	22000	7640	B9.00/20	DB9.00/20	Con 33B	6-4¼x4¾	BL 5352	U 5	Op	Tim 58205	SF	R	6.14	47.3	8x3x¼	T
69	.....PC-22-DR	3–4	4200	170	212	22000	7540	B9.00/20	DB9.00/20	Con 33B	6-4¼x4¾	BL 5352	U 5	Op	Wis 72000	2F	R	5.78	44.5	8x3x¼	T
70	.....PC-34-SP	5	5000	188	224	24000	8150	B9.75/20	DB9.75/20	Con 34B	6-4½x4¾	BL 5352	U 5	Op	Wis 1337BW	2F	R	5.63	43.4	8½x3x¼	T
71	.....PC-34-SD	5	4900	188	224	24000	8125	B9.75/20	DB9.75/20	Con 33B	6-4¼x4¾	BL 5352	U 5	Op	Wis 1337BW	2F	R	5.63	43.4	8½x3x¼	T
72	.....PC-68-SD	7½	5250	188	224	28000	8500	B9.75/20	DB9.75/20	Con 34B	6-4½x4¾	BL 5352	U 5	Op	Wis 1737KW	2F	R	5.75	44.3	8½x3x¼	T
73	.....PC-34-SPX	7½	5350	200	224	28000	8600	B9.75/20	DB9.75/20	Con 35B	6-4½x5¼	Fu 5-A-53	U 5	Op	Wis 1337BW	2F	R	5.63	45.4	8½x3x¼	T
74	.....PC-68-SPX	10	5950	212	224	34000	9585	B9.75/20	DB9.75/20	Con 35B	6-4½x5¼	Fu 5-A-53	U 5	Op	Wis 1737KW	2F	R	6.38	51.5	8¼x3x⅜	T
75	.....PC-68-VSD	15	10500	200	240	60000	12250	B10.50/20	DB10.50/20	A LaF V12	12-4x5	BL 7351	U 5	Op	Wis 1910W	2F	R	7.95	49.8	10x3x¼	T
76	Chevrolet...Comm'l	½	355	112	112	4400	2105	B5.50/17	B5.50/17	Own	6-3 1/4x4	Own	U 3	No	Own	S½	U	4.11	12.4	5⅜x2¼x¼	C
77	.....Utility	1½	485	131	131	9300	3015	B6.00/20	P32x6	Own	6-3 1/4x4	Own	U 4	No	Own	S½	U	5.43	39.2	7x2½x¼	C
78	.....Utility	1½	545	157	157	9300	3060	B6.00/20	P32x6	Own	6-3 1/4x4	Own	U 4	No	Own	S½	U	5.43	39.2	7x2½x¼	C
♦ 79	Corbitt (3)....1146	1½–2	1095	163	183	.....	3400	B6.50/20	DB6.50/20	Lyc WFC	6-3 1/4x4¾	WG T-9	U 4	No	Tim 53615H	SF	H	5.14	32.9	6x3¼x¼	T
♦ 80	1348	1½–2	1665	168	208	.....	4200	B7.50/20	DB7.50/20	Lyc GFC	8-3 1/4x4½	Cla B–116	U 4	No	Tim 54400H	SF	H	5.83	37.9	8x3x¼	T
♦ 81	12	2–3	3060	163	220	.....	4870	B7.50/20	DB7.50/20	Con E601	6-3½x4½	Fu 5A–380	U 5	No	Tim 56200H	SF	H	Opt	Opt	7x3½x¼	T
♦ 82	15	2½–3½	3740	174	220	.....	5870	B8.25/20	DB8.25/20	Con E602	6-3¾x4½	Fu 5A–380	U 5	No	Tim 58205H	SF	H	Opt	Opt	7x3½x¼	T
♦ 83	18	2½–4	4400	178	230	.....	8100	B9.00/20	DB9.00/20	Con E603	6-4½x4½	Fu 5A–380	U 5	No	Tim 65720H	w/2F	H	Opt	Opt	8x3½x¼	T
84	24	3½–5	5115	195	230	.....	9200	B9.75/20	DB9.75/20	Con E603	6-4¾x4½	BL 60	A 7	No	Tim 66720H	w/2F	H	Opt	Opt	8x3½x¼	T
85	33	5–7½	6165	195	230	.....	10000	P40x10	DP40x10	Con 21R	6-4½x4½	BL 60 Max	A 7	No	Tim68720TW	w/2F	H	Opt	Opt	8x3x¼	T
♦ 86	.....(T)1148T	3–5	1600	146	168	.....	3950	B7.50/20	DB7.50/20	Lyc GFC	8-3 1/4x4¾	Cla B–116	U 4	No	Tim 63615	SF	H	6.60	42.9	8x3x¼	T
♦ 87	.....(T)1348T	4–6	1925	149	171	.....	4325	B8.25/20	DB8.25/20	Lyc GGC	8-3 1/4x4½	Fu 5A29	U 5	No	Tim 54400H	SF	H	6.80	51.2	8x3x¼	T
♦ 88	.....(T)12BT6	4–7	3465	(3)	(3)	.....	4870	B8.25/20	DB8.25/20	Con E602	6-4¼x4½	Fu 5A–380	U 5	No	Tim 56200H	SF	H	Opt	Opt	7x3½x¼	T
♦ 89	.....(T)15B6T	5–8	4875	(3)	(3)	.....	5870	B9.00/20	DB9.00/20	Con 21R	6-4¾x4½	Fu 5A–380	U 5	No	Tim 58205H	SF	H	Opt	Opt	7x3½x¼	T
♦ 90	.....(T)18D6T	8–10	5500	(3)	(3)	.....	8100	B9.75/20	DB9.75/20	Con 22R	6-4½x5¼	Fu 5A–380	U 5	No	Tim 75733H	2F	H	Opt	Opt	8x3½x¼	T
91	Day-Elder (4)....75	1½	945	135	156	10000	3900	B6.00/20	DB6.00/20	Her JXA	6-3¼x4¼	WG T9	U 4	No	Tim 53200	BF	H	5.66	36.2	5¼x3 1/2x1/4	C
92	85	2	1195	156	186	11200	4100	B6.00/20	DB6.50/20	Her JXB	6-3¼x4¼	WG T9	U 4	No	Tim 53200H	BF	H	5.66	36.2	7x3½x¼	C
93	110	2½	1495	156	186	13400	4800	B7.00/20	DB7.00/20	Her JXC	6-3¾x4¼	WG T9	U 4	No	Tim 54200H	BF	H	5.83	37.3	7x3½x¼	C
94	130	3	1995	165	204	16300	6300	B7.50/20	DB7.50/20	Her WXC	6-4x4½	BL 334	U 4	No	Tim 56200H	BF	H	6.17	37.9	9x3½x¼	C
95	160	3½	2445	165	204	19500	6500	B9.00/20	DB9.00/20	Her WXC3	6-4¼x4½	BL 334	U 4	No	Tim 58200H	BF	R	6.14	41.9	9x3½x¼	C
96	200	4	2895	165	204	25300	7200	B9.00/20	DB9.00/20	Her WXC3	6-4¼x4½	BL 334	U 4	No	Tim 65720H	WF	R	7.75	47.6	9x3½x¼	C
97	240	5-7	3995	205	234	33500	9500	B10.50/20	DB10.50/20	Her RXC	6-4½x5¼	BL 534	U 4	No	Tim 66720H	WF	R	7.60	52.1	10x3¼x¼	C
♦ 98	Diamond T...211A	1½	575	135	168	10000	3400	B6.00/20	B6.00/20	Her JXA	6-3¼x4¼	WG T9	U 4	No	Cla B373E	SF	H	Opt	Opt	7x2 1/4x1/2	T
♦ 99	220	1½–2	675	135	168	11500	3600	B6.00/20	B6.00/20	Her JXB	6-3¾x4¼	WG T9	U 4	No	Cla B8000	SF	H	Opt	Opt	7x2 1/4x1/2	T
♦100	227	1½–2	775	135	168	11500	3600	B6.00/20	DB6.00/20	Her JXA	6-3¾x4¼	WG T9	U 4	No	Cla B473	SF	H	Opt	Opt	7x2 1/4x1/2	T
101	243	1½–2	895	155	179	12000	4000	B6.00/20	DB6.00/20	Her JXA	6-3¾x4¼	WG T9	U 4	No	Cla B473	SF	H	Opt	Opt	8x3x1/2	T
♦102	.....311C	2	1125	155	179	13000	4600	B6.50/20	DB6.50/20	Her JXB	6-3¾x4¼	WG T9	U 4	No	Cla B613	SF	H	Opt	Opt	8x3x1/2	T
♦103	312	2–2½	1225	155	179	14000	4600	B6.50/20	DB6.50/20	Her JXC	6-3¾x4¼	Cla 185F	U 4	No	Cla B613	SF	H	Opt	Opt	8x3x1/2	T
♦104	.....351C	2½	1425	155	179	15000	5125	B7.00/20	DB7.00/20	Her JXC	6-3¾x4¼	Cla 200V	U 5	No	Cla B642	SF	H	Opt	Opt	8x3x1/2	T
♦105	352	2½–3	1525	155	179	16000	5125	B7.00/20	DB7.00/20	Her JXD	6-4x4½	Cla 200V	U 5	No	Cla B642	SF	H	Opt	Opt	8x3x1/2	T
♦106	.....412B	3	2140	189	225	17000	6200	B7.50/20	DB7.50/20	Her WXLC	6-4x4¾	Cla R909	U 5	No	Cla B642	SF	R	Opt	Opt	10x3x¼	T
♦107	.....512B	4	2440	189	225	18000	6800	B8.25/20	DB8.25/20	Her WXLC3	6-4¼x4¾	Cla R909	U 5	No	Tim 58205H	SF	R	Opt	Opt	10x3x¼	T
♦108	.....412DR	4	2440	189	225	18000	6800	B7.50/20	DB7.50/20	Her WXLC3	6-4¼x4¾	Cla R909	U 5	No	Tim 72000	2F	R	Opt	Opt	10x3x¼	T
♦109	.....512DR	5	2760	189	225	20000	7400	B8.25/20	DB8.25/20	Her WXLC3	6-4¼x4¾	Cla R909	U 5	No	Wis 1337H	2F	R	Opt	Opt	10x3x¼	T
110	Differential...E-131	2½	3200	160	160	18100	5100	B9.00/20	DB9.00/20	Lyc ASD	6-3½x4½	BL 314	U 4	No	Tim 58200	BF	H	7.8	51.4	12x2½x¼	P
111	Dodge Bros....KC	Com'l	365	111	111	.....	1775	B5.25/17	B5.25/17	Own	6-3½x4⅜	Own	U 3	No	Own	S½	H	4.11	11.5	5x2x1/4	X
112	.....KCL	Com'l	395	119	119	.....	1805	B5.25/17	B5.25/17	Own	6-3½x4⅜	Own	U 3	No	Own	S½	H	4.11	11.5	5 1/4x2 1/4x1/2	X
113	.....K20	¾	515	131	131	5500	2559	B6.00/20	P32x6	Own	6-3½x4⅜	Own	U 4	No	Own	SF	H	4.87	31.2	6 1/2x2 1/4x1/2	C
114	.....KH15	¾	490	131	161	5500	2600	B6.00/20	P32x6	Own	6-3½x4⅜	Own	U 4	Op	Own	SF	H	4.87	31.2	6 1/2x2 1/4x1/2	C
115	.....K-20X	1	515	131	131	6075	2612	B6.00/20	P32x6	Own	6-3¼x4⅝	Own	U 4	No	Own	SF	H	4.87	31.2	6 1/2x2 1/4x1/2	C
116	.....KH20	1	490	131	161	6075	2600	B6.00/20	P32x6	Own	6-3½x4⅝	Own	U 4	Op	Own	SF	H	4.87	31.2	6 1/2x2 1/4x1/2	C
117	.....K22	1	570	140	140	7800	3470	B7.00/20	B7.00/20	Own	6-3½x4⅝	Own	U 5	No	Own	SF	H	5.66	40.0	8x2 1/2x1/2	C
118	(Cont.).....K30	1½–2	▮515	131	131	8400	2667	B6.00/20	P32x6	Own	6-3¼x4⅝	Own	U 4	Op	Own	SF	H	4.87	31.2	6 1/2x2 1/4x1/2	C

♦—Denotes new model or change in specifications.

Line Number	ENGINE DETAILS: Displacement	Comp. Ratio	Torque lb. ft.	N.A.C.C. Rated H.P.	Max. Brake H.P. at R.P.M. Given	Valve Argmt.	Camshaft Drive	Piston Material	MAIN BEARINGS: Number and Diameter	MAIN BEARINGS: Length	Oiling System Type	Governor Make	FUEL SYST.: Carburetor Make	FUEL SYST.: Fuel Feed	ELECTRICAL: Ignition System Make	ELECTRICAL: Generator, Starter Make	Clutch Type and Make	Radiator Make	Universals Make	FRONT AXLE: Make and Model	Steering Gear Make	BRAKES: SERVICE: Make Location Type Operat'n	BRAKES: SERVICE: Lining Area	BRAKES: SERVICE: Drum Material	BRAKES: Hand Location Type	BODY MOUNTING DATA: Cab to Rear of Frame	BODY MOUNTING DATA: Cab to Rear Axle	BODY MOUNTING DATA: Width of Frame	SPRINGS: Front	SPRINGS: Rear	SPRINGS: Auxiliary Type
1	468	4.4	322	43.3	120–2200	H	C	A	4–2¾	10⅜	CC	Ha	Zen*	V	DR	DR	P.BL	Lo	Spi	Tim 27451	Ros	O4IA	720	A	CD	172	102	33½	42x3	56x4	½
2	707	4.4	500	60.	175–2200	H	C	A	7–3¼	14⅜	CC	Ha	Zen	M	DR	DR	dp.Lo	Lo	Spi	Tim 27451	Ros	O4IA	720	A	CD	172	102	33½	42x3	56x4	½
3	707	4.4	500	60.	175–2200	H	C	A	7–3¼	14⅜	CC	Ha	Zen	M	DR	DR	dp.Lo	Lo	Spi	Tim 27451	Ros	O4IA	816	A	CD	172	102	33½	42x3	56x4	½
4	248	5.0	150	27.3	76–2800	L	C	A	4–2¾	10⅜	FP	No	Zen	M	DR	DR	D.BL	Yo	Spi	Tim	Ros	L4IH	380	G	TX	129½	Opt	31½	40x2¼	50x3	½
5	339	4.7	225	38.4	78–2400	L	G	A	7–2⅝	13¼	PC	Mo	Str	M	AL	AL	D.BB	Yo	Spi	Tim	Ros	L4IHV	452	G	TX	129½	Opt	31½	40x2½	50x3	½
6	339	4.7	225	38.4	78–2400	L	G	A	7–2⅝	13¼	PC	Mo	Str	M	AL	AL	D.Fu	Yo	Spi	Tim	Ros	L4IHV	578	G	TX	106	Opt	31½	40x2½	62⅝x2½	N
7	339	4.7	225	38.4	78–2400	L	G	A	7–2⅝	13¼	PC	Mo	Str	M	AL	AL	D.Fu	Yo	Spi	Shu	Ros	L4IHV	658	G	TX	106	Opt	31½	40x2½	62⅝x2½	N
8	360	4.7	238	40.3	85–2400	L	G	A	7–3	15	PC	Mo	Str	M	AL	AL	D.Fu	Yo	Spi	Shu	Ros	L4IHV	768	H	TX	106	Opt	31½	41x2½	62⅝x2½	N
9	529	4.4	355	51.2	115–2200	L	G	A	7–3	15	PC	Mo	Str	M	AL	AL	D.Fu	Yo	Spi	Shu	Own	Ws4IA	847	G	TD	118	Opt	31½	41x2½	62½x3	N
10	428	4.4	280	45.9	93–2200	L	G	A	7–3	15	PC	Mo	Str	M	AL	AL	D Fu	Yo	Spi	Shu	Ros	L4IHV	893	H	TD	93	Opt	31½	41x2½	62½x3	N
11	478	4.4	318	51.2	103–2200	L	G	A	7–3	15	PC	Mo	Str	M	AL	AL	D.Fu	Yo	Spi	Shu	Ros	L4IHV	893	H	TD	92	Opt	31½	41x2½	62½x3	N
12	529	4.4	355	51.2	115–2200	L	G	A	7–3	15	PC	Mo	Str	M	AL	AL	D.Fu	Yo	Spi	Shu	Ros	L4IHV	893	H	TD	93	Opt	31½	41x2½	62½x3	N
13	314	5.2	213	33.7	75–2400	L	G	C	7–3	12⅝	FP	Ow	Str	M	DR	DR	dp.Lo	GO	Spi	Tim 31000	Ros	LO4IDV	450	c	2I	88⅜	60⅛	34½	40x2¼	54x3	½
14	314	5.2	213	33.7	75–2400	L	G	C	7–3	12⅝	FP	Ow	Str	M	DR	DR	dp.Lo	GO	Spi	Tim 33000	Ros	LO4IDV	450	c	2I	88⅜	60⅜	34½	40x2½	54x3	½
15	358	5.2	240	38.4	84–2500	L	G	C	7–3	12⅝	FP	Ow	Str	M	DR	DR	dp.Lo	GO	Spi	Tim 33000	Ros	LO4IDV	450	c	2I	88⅜	60⅜	34½	42½x3	54x3	½
16	358	5.2	240	38.4	84–2500	L	G	C	7–3	12⅝	FP	Ow	Str	M	DR	DR	dp.Lo	GO	Spi	Tim 35000	Ros	LO4IDV	519	c	2I	88⅜	60⅜	34½	42½x3	54x3	½
17	358	5.2	240	38.4	84–2500	L	G	C	7–3	12⅝	FP	Ow	Str	M	DR	DR	dp.Lo	GO	Spi	Tim 35000	Ros	LO4IDV	519	c	2I	88⅜	60⅜	34½	42½x3	54x3	½
18	404	5.1	271	43.4	94–2500	L	G	C	7–3	14½	FP	Ow	Str	M	DR	DR	dp.Lo	GO	Spi	Tim 35000	Ros	LO4IDV	519	c	FD	188½	102¼	34½	42x3	53x3	½
19	404	5.1	271	43.4	94–2500	L	G	C	7–3	14½	FP	Ow	Str	M	DR	DR	dp.Lo	GO	Spi	Tim 35000	Ros	LO4IDV	519	c	FD	89¾	61¾	34½	42⅛x3	53½x4	½
20	404	5.1	271	43.4	94–2500	L	G	C	7–3	14½	FP	Ow	Str	M	DR	DR	dp.Lo	GO	Spi	Tim 26450	Ros	LO4IDV	543	c	FD	161⅝	82¼	34½	41 ⅝x3	53½x4	½
21	453	5.1	309	48.6	101–2400	L	G	C	7–3	14½	FP	Ow	Str	M	DR	DR	dp.Lo	GO	Spi	Tim 27450	Ros	LO4IDV	660	c	FD	115⅞	71½	34¼	41⅜x3	54⅜x4	½
22	453	5.1	309	48.6	101–2400	L	G	C	7–3	14½	FP	Ow	Str	M	DR	DR	dp.Lo	GO	Spi	Own SCH	Ros	O2IMV	502	c	FD	88½	158⅞	34½	42½x3	55x4	½
23	404	5.1	271	43.4	94–2500	L	G	C	7–3	14½	FP	Ow	Str	M	DR	LN	dp.Lo	GO	Spi	Tim 26450	Ros	BO41Mv	580	c	FD	210	119¼	34½	42¼x3	53½x4	½
24	453	5.1	309	48.6	101–2400	L	G	C	7–3	14½	FP	Ow	Str	M	DR	DR	dp.Lo	GO	Spi	Tim 26450	Ros	O4IA	543	c	FD	162⅞	102¾	34½	41⅜x3	54⅜x4	½
25	453	5.1	309	48.6	101–2400	L	G	C	7–3	14½	FP	Ow	Str	M	DR	LN	dp.Lo	GO	Spi	Tim 26452	Ros	O4IA	700	c	FD	209½	129	34¾	41⅜x3	53½x4	½
26	453	5.1	309	48.6	101–2400	L	G	C	7–3	14½	FP	Ow	Str	M	DR	DR	dp.Lo	GO	Spi	Tim 26450	Ros	O4IA	543	c	FD	244⅞	127½	34¾	42½x3	54⅜x4	½
27	358	5.2	240	38.4	84–2500	L	G	C	7–3	12⅝	FP	Ow	Str	M	DR	DR	dp.Lo	GO	Spi	Tim 35000	Ros	LO4IDV	450	c	2I	134	72¼	34	41¼x3	53x3	½
28	358	5.2	240	38.4	84–2500	L	G	C	7–3	12⅝	FP	Ow	Str	M	DR	DR	dp.Lo	GO	Spi	Tim 35000	Ros	LO4IDV	519	c	2I	176	102¼	34	41⅜x3	53x3	½
29	404	5.1	271	43.4	94–2500	L	G	C	7–3	14½	FP	Ow	Str	M	DR	DR	dp.Lo	GO	Spi	Tim 26450	Ros	LO4IDV	543	c	FD	116	71¼	34	41⅜x3	53x3	½
30	404	5.1	271	43.4	94–2500	L	G	C	7–3	14½	FP	Ow	Str	M	DR	DR	dp.Lo	GO	Spi	Tim 26450	Ros	LO4IDV	543	c	FD	176	103¼	34	41⅜x3	53x3	½
31	404	5.1	271	43.4	94–2500	L	G	C	7–3	14½	FP	Ow	Str	M	DR	LN	dp.Lo	GO	Spi	Tim 26452	Ros	B4IMV	637	c	FD	209½	120¼	34½	41⅜x3	53½x4	½
32	404	5.1	271	43.4	94–2500	L	G	C	7–3	14½	FP	Ow	Str	M	DR	DR	dp.Lo	GO	Spi	Tim 26450	Ros	LO4IDV	543	c	FD	134	84¼	34	41⅜x3	53½x4	½
33	453	5.1	309	48.6	101–2400	L	G	C	7–3	14½	FP	Ow	Str	M	DR	DR	dp.Lo	GO	Spi	Tim 26450	Ros	O4IA	599	c	FD	158	103¼	34	41⅜x3	53½x4	½
34	453	5.1	309	48.6	101–2400	L	G	C	7–3	14½	FP	Ow	Str	M	DR	LN	dp.Lo	GO	Spi	Tim 26452	Ros	O4IA	700	c	FD	209½	120¼	34¼	41⅜x3	53½x4	½
35	453	5.1	309	48.6	101–2400	L	G	C	7–3	14½	FP	Ow	Str	M	DR	DR	dp.Lo	GO	Spi	Tim 26450	Ros	O4IA	599	c	FD	242	120¼	34	41⅜x3	53½x4	½
36	245	5.1	165	29.4	73–3000	L	G	A	7–2½	10¼	FP	No	Zen	M	DR	DR	P.Lo	Ch	Blo	Tim 30000H	Ros	L4IH	269	a	TX	Opt	Opt	32	42½x2¼	58x2½	N
37	245	5.1	165	29.4	73–3000	L	G	A	7–2½	10¼	FP	Wa	Zen	M	DR	DR	P.Lo	Ch	Blo	Tim 31000H	Ros	L4IH	330	a	TX	Opt	Opt	32	42½x2¼	58x2½	N
38	282	5.1	188	33.8	85–3200	L	G	A	7–2½	10¼	FP	Wa	Zen	M	DR	DR	P.BL	Ch	Blo	Tim 31000H	Ros	L4IH	330	a	TX	Opt	Opt	32	42½x2¼	58x2½	N
39	282	5.1	188	33.8	85–3200	L	G	A	7–2½	10¼	FP	Wa	Zen	M	DR	DR	P.BL	Ch	Blo	Tim 33000H	Ros	L4IH	330	a	TX	Opt	Opt	32	42½x2½	58x3	N
40	358	5.1	254	38.4	110–2800	F	G	A	7–2H	12½	FP	Ma	Zen	M	DR	DR	P.BB	Ch	Blo	Tim 35000H	Ros	L4IH	376	a	TD	Opt	Opt	32	42½x2½	58x3	N
41	462	5.0	324	45.9	125–2600	F	G	A	7–3	13⅞	FP	Wa	Str	M	DR	DR	P.BB	Ch	Blo	Tim 35000H	Ros	L4IHV	462	E	FD	Opt	Opt	32	42½x2½	58x3	N
42	215	5.0	142	27.3	72–3000	L	G	A	4–2⅜	6⅜	CC	Mo	Zen	M	DR	DR	P.BB	Pe	MM	Cla F212	Ros	L4IH	312	G	TX	89	54	34	47x2¼	60x2½	N
43	245	5.2	162	29.4	75–2800	L	G	A	7–2⅝	10¼	CC	Mo	Zen	M	DR	DR	P.BB	Pe	MM	Cla F304	Ros	L4IH	312	G	TX	144	82	32	47x2½	60x2½	N
44	245	5.2	162	29.4	75–2800	L	G	A	7–2⅝	10¼	CC	Mo	Zen	M	DR	DR	P.BB	Pe	MM	Cla F304	Ros	L4IH	312	G	TX	144	82	32	47x2½	60x2½	N
45	282	5.2	190	33.8	84–2800	L	G	A	7–2⅝	10¼	CC	Mo	Zen	M	DR	DR	P.BB	Pe	MM	Cla F304	Ros	L4IH	458	G	PX	172	105	32	47x2½	60x3	N
46	282	5.2	190	33.8	84–2800	L	G	A	7–2⅝	10¼	CC	Mo	Zen	M	DR	DR	P.BB	Pe	MM	Cla F304	Ros	L4IH	490	G	PX	172	105	32	47x2½	60x3	N
47	298	5.2	194	33.8	86–2800	L	G	A	4–2⅝	10¼	CC	Mo	Zen	M	DR	DR	P.BB	Pe	MM	Cla F318	Ros	L4IH	490	G	PX	170	105	32	47x2½	60x3	N
48	361	5.0	240	44.0	98–2500	L	G	A	7–2⅝	12¼	CC	Mo	Zen	M	DR	DR	P.BB	Pe	MM	Tim 35120	Ros	Ws4IA	616	G	PX	110	76	34	47x2½	60x3	N
49	500	5.0	330	48.6	110–2200	L	G	A	7–3	12⅝	CC	Mo	Zen	M	DR	DR	P.BB	Pe	MM	Tim 26450	Ros	Ws4IA	616	G	PX	154	103	34	47x2½	60x3	N
50	214	4.9	142	27.3	72–3200	L	C	C	4–2⅜	6¾	CC	No	Zen	M	AL	AL	P.BB	GO	Spi	Tim 30020H	Ros	L4IH	248	G	TX	111	65	34	37x2¼	52x2½	½
51	248	4.9	170	27.3	78–3100	L	C	C	7–2⅝	10	CC	No	Zen	M	AL	AL	P.BB	GO	Spi	Col 5500A9	Ros	L4IH	365	G	CD	111	65	34	37x2¼	52x2½	½
52	248	4.9	170	27.3	78–3100	L	C	C	7–2⅝	10	CC	No	Zen	M	AL	AL	P.LI	GO	Spi	Col 5500A9	Ros	L4IH	365	G	CD	141	84	34	37x2¼	52x2½	½
53	311	4.2	196	38.4	82–2400	H	C	N	7–2¾	13	CC	No	Zen	M	AL	AL	D.BL	GO	Spi	Col 5500A7	Ros	L4IH	365	G	CD	108	69	34	40x2½	54x2½	½
54	318	...	202	36.0	80–	L	G	N	7–2⅝	13	CC	No	Zen	M	AL	AL	BL	GO	Spi	Col 5500A7	Ros	L4IH	365	G	CD	108	69	34	40x2½	54x2½	½
55	311	4.2	196	38.4	82–2400	H	C	N	7–2¾	13	CC	KP	Zen	M	AL	AL	D.BL	GO	Spi	Col 5500A7	Ros	L4IHV	365	G	CD	108	69	34	40x2½	54x3	½
56	360	4.5	240	40.8	90–2500	L	G	N	7–2⅝	13	CC	KP	Zen	M	AL	AL	P.LI	GO	Spi	Col 5500A7	Ros	L4IHV	365	G	CD	168	101	34	40x2½	54x3	½
57	311	4.2	196	38.4	82–2400	H	C	N	7–2¾	13	CC	KP	Zen	M	AL	AL	D.BL	GO	Spi	Shu 15582B13	Ros	L4IHV	407	G	CD	142	83	34	40x2½	54x3	½
58	360	4.5	240	40.8	90–2500	L	G	N	7–2⅝	13	CC	KP	Zen	M	AL	AL	P.LI	GO	Spi	Shu 15582B13	Ros	L4IHV	407	G	CD	168	101	34	40x2½	54x3	½
59	381	4.4	276	40.8	106–2600	H	C	N	7–2⅝	13	CC	KP	Zen	M	AL	AL	D.BL	GO	Spi	Shu 15582B13	Ros	L4IHV	407	G	CD	142	83	34	40x2½	54x3	½
60	427	4.2	308	45.9	118–2600	H	C	N	7–2⅝	13	CC	KP	Zen	M	AL	AL	D.BL	GO	Spi	Shu 15682B11	Ros	L4IHV	500	G	CD	142	83	34½	40x2½	54x3	½
61	381	4.4	276	40.8	106–2600	H	C	N	7–2¾	13	CC	KP	Zen	M	AL	AL	D.BL	GO	Spi	Shu 15682B11	Ros	L4IHV	500	G	CD	142	83	34½	40x2½	54x3	½
62	427	4.2	308	45.9	118–2600	H	C	N	7–2⅝	13	CC	KP	Zen	M	AL	AL	D.BL	GO	Spi	Shu 15692B12	Ros	L4IHV	550	G	CD	142	83	34½	40x2½	54x3	½
63	501	4.3	350	48.6	125–2200	H	C	A	7–2¾	13⅞	CC	KP	Zen	M	AL	AL	D.Fu	GO	Spi	Shu 15692B12	Ros	L4IHV	550	G	CD	210	125	34½	40x2½	54x3	½
64	501	4.3	350	48.6	125–2200	H	C	A	7–2¾	13⅞	CC	KP	Zen	M	AL	AL	D.Fu	GO	Spi	Shu 15692B12	Ros	Lw4IDV	600	G	CD	210	125	34¼	40x2½	54x3	½
65	753	5.1	505	76.4	240–2800	H	C	A	4–3½	9¼	FP	ALaF	Zen	V	DR	DR	dp.BL	GO	Spi	Tim 27452A1	Ros	Ws4IA	558	G	CD	108	68	32	40x3	54x3½	½
66	248	4.9	170	27.3	78–3100	L	C	C	7–2⅝	10	CC	No	Zen	M	AL	AL	P.LI	GO	Spi	Col 5500A9	Ros	L4IHV	365	G	CD	141	84	34	37x2¼	54x2½	½
67	361	4.5	240	40.8	90–2500	L	G	N	7–2⅝	13	CC	KP	Zen	M	AL	AL	P.LI	GO	Spi	Shu 15582B13	Ros	L4IHV	407	G	CD	168	101	34	40x2½	54x3	½
68	381	4.4	276	40.8	106–2600	H	C	N	7–2¾	13	CC	KP	Zen	M	AL	AL	D.BL	GO	Spi	Shu 15693B12	Ros	Ws4IA	500	G	CD	142	83	34	40x2½	54x3	½
69	381	4.4	276	40.8	106–2600	H	C	N	7–2¾	13	CC	KP	Zen	M	AL	AL	D.BL	GO	Spi	Shu 15693B12	Ros	Ws4IA	500	G	CD	142	83	34	40x2½	54x3	½
70	427	4.2	308	45.9	118–2600	H	C	N	7–2¾	13	CC	KP	Zen	M	AL	AL	D.BL	GO	Spi	Shu 15693B12	Ros	Ws4IA	550	G	CD	168	101	34	40x2½	54x3	½
71	381	4.4	276	40.8	106–2600	H	C	N	7–2¾	13	CC	KP	Zen	M	AL	AL	D.BL	GO	Spi	Shu 15693B12	Ros	Ws4IA	550	G	CD	168	101	34½	40x2½	54x3	½
72	427	4.2	308	45.9	118–2600	H	C	N	7–2¾	13	CC	KP	Zen	M	AL	AL	D.BL	GO	Spi	Shu 15693B12	Ros	Ws4IA	550	G	CD	168	101	34½	40x2½	54x3	½
73	501	4.3	364	48.6	135–2200	H	C	A	7–2¾	13⅞	CC	KP	Zen	M	AL	AL	D.Fu	GO	Spi	Shu 15693B12	Ros	Ws4IA	550	G	CD	192	113	34½	40x2½	54x3	½
74	501	4.3	364	48.6	135–2200	H	C	A	7–2¾	13⅞	CC	KP	Zen	M	AL	AL	D.Fu	GO	Spi	Shu 15693B12	Ros	Ws4IA	550	G	CD	210	125	34¼	40x2½	54x3	½
75	754	5.1	505	76.4	240–2800	H	C	A	4–3½	9¼	FP	ALaF	Zen	V	DR	DR	dp.BL	GO	Spi	Tim 27452A1	Ros	Ws4IA	558	G	CD	180	112	32	40x3	54x3½	½
76	207	5.45	150	26.3	70–3200	H	G	C	3–2¼	5	PG	No	Car	M	DR	DR	P.Ow	Hr	Own	Own	Own	O4IM	170	p	4I	66½	32½	....	36x1¾	54x1¾	N
77	207	5.45	150	26.3	70–3200	H	G	C	3–2½	5	PG	No	Car	M	DR	DR	P.Ow	Hr	Own	Own	Own	O4IM	274	p	4I	86⅜	51½	36	36x1¾	45x2½	N
78	207	5.45	150	26.3	70–3200	H	G	C	3–2½	5	PG	No	Car	M	DR	DR	P.Ow	Hr	Own	Own	Own	O4IM	274	p	4I	112⅜	77½	36	36x1¾	45x2½	N
79	210	6.2	160	22.5	82–3500	L	G	S	4–2⅜	7	PC	No	Car	M	AL	AL	P.BB	Pe	MM	Tim 114F	Ros	L4IH	268	a	TX	120	76	34	38x2¼	50x2½	½
80	280	5.3	183	30.0	93–3500	L	G	S	5–2⅜	8	PC	No	Str	M	AL	AL	P.BB	Pe	MM	Tim 134F	Ros	L4IH	287	a	TX	120	76	34	38x2¼	54x3	½
81	318	4.6	200	36.0	80–2700	L	C	C	7–2⅝	11	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 33000H	Ros	L4IH	345	a	TX	134	82	34	40x2½	54x3	½
82	360	4.5	240	40.8	90–2500	L	C	C	7–2⅝	11	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 33000H	Ros	L4IH	660	a	TD	144	88	34	40x2½	54x3	½
83	383	4.5	310	43.3	95–2500	L	C	C	7–2⅝	11	FP	No	Zen	M	DR	DR	D.BL	Pe	Spi	Tim 35000H	Ros	L4IHV	768	a	TD	132	92	34	40x2½	54x3	½
84	383	4.5	300	43.3	95–2500	L	C	C	7–2⅝	11	FP	No	Zen	M	DR	DR	D.BL	Pe	Spi	Tim 26450H	Ros	T4IHV	876	a	TD	162	109	34	46x3	60x3½	½
85	428	4.6	308	45.9	118–2600	H	C	C	7–2⅝	13	FP	No	Zen	M	DR	DR	D.BL	Pe	Spi	Tim27450TW	Ros	T4IA	921	a	TD	162	109	34	46x3	56x4	½
86	280	5.3	183	30.0	93–3500	L	G	S	5–2⅜	8	PC	No	Str	M	AL	AL	P.BB	Pe	MM	Tim 114F	Ros	L4IHV	268	a	TX	84	54	34	38x2¼	50x2½	½
87	280	6.2	210	30.0	110–3500	L	G	S	5–2⅜	8	PC	No	Str	M	AL	AL	P.BB	Pe	MM	Tim 134F	Ros	L4IHV	287	a	TX	84	54	34	38x2¼	54x3	½
88	360	4.4	240	40.8	90–2500	L	C	C	7–2⅝	11	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 33000H	Ros	L4IHV	578	a	TD	(3)	(3)	34	40x2½	54x3	½
89	428	4.6	308	45.9	118–2600	H	C	C	7–2¾	13	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 33000H	Ros	L4IHV	660	a	TD	(3)	(3)	34	40x2½	54x3	½
90	500	4.5	340	48.6	138–2500	H	C	A	7–2¾	13	PC	No	Zen	M	DR	DR	D.BL	Pe	Spi	Tim 35000H	Ros	L4IHV	768	a	TD	(3)	(3)	34	40x2½	54x3	½
91	228	4.4	142	27.3	59–2800	L	G	C	7–2⅛	10	PC	No	Zen	M	DR	DR	P.BB	GO	Spi	Tim 30000H	Ros	L4IH	269	a	XF	130½	79½	34	40x2¼	54x2½	½
92	263	4.4	164	31.5	68–2800	L	G	C	7–2⅛	10	PC	No	Zen	M	DR	DR	P.BB	Pe	Spi	Tim 30000H	Ros	L4IH	269	a	XF	168	108½	34	40x2¼	54x3	½
93	282	4.4	176	33.7	73–2800	L	G	C	7–2⅛	10	PC	No	Zen	M	DR	DR	P.BB	Pe	Spi	Tim 31000H	Ros	L4IH	282	a	XF	168	108½	33½	40x2¼	54x3	½
94	339	4.7	234	38.4	94–2800	L	G	C	7–2⅝	13	PC	Ha	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 33000H	Ros	L4IH	353	a	DF	197	118½	33½	42x2½	56x3	½
95	383	4.7	265	43.3	106–2800	L	G	C	7–2⅝	13	PC	Ha	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 33000H	Ros	L4IH	395	a	DF	197	118½	34	42x2½	56x3	½
96	383	4.7	265	43.3	106–2800	L	G	C	7–2⅝	13	PC	Ha	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 35000H	Ros	L4IH	484	a	DF	197	118½	34	42x2½	56x3	½
97	529	4.4	350	51.3	114–2200	L	G	A	7–3	12½	PC	Ha	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 26450H	Ros	L4IH	692	a	DF	246	149	33	45x3	60x4	½
98	228	5.0	148	27.3	63–2800	L	G	C	7–2½	10	PC	No	Zen	M	AL	AL	P.BB	Mo	Spi	Cla F264	Ros	L4IH	254	a	TX	93	51½	34	42x2	50x2½	½
99	263	5.4	164	31.5	68–2800	L	G	C	7–2½	10	PC	No	Zen	M	AL	AL	P.BB	Mo	Spi	Cla F264	Ros	L4IHV	254	a	TX	93	51½	34	42x2	50x2½	½
100	228	5.0	148	27.3	63–2800	L	G	C	7–2½	10	PC	No	Zen	M	AL	AL	P.BB	Mo	Spi	Cla F264	Ros	L4IHV	265	a	TX	93	51½	34	42x2	50x2½	½
101	228	5.0	148	27.3	63–2800	L	G	C	7–2½	10	PC	No	Zen	M	AL	AL	P.BB	Mo	Spi	Cla F308	Ros	L4IHV	276	a	TX	126	72	34	42x2½	53x2½	½
102	263	5.4	164	31.5	68–2800	L	G	A	7–2½	10	PC	Le	Zen	M	AL	AL	P.BB	Mo	Spi	Cla F308	Ros	L4IHV	350	a	TX	126	72	34	42x2½	53x2½	½
103	282	5.35	176	33.7	73–2800	L	G	A	7–2½	10	PC	Le	Zen	M	AL	AL	P.BB	Mo	Spi	Cla F308	Ros	L4IHV	350	a	TX	126	72	34	42x2½	53x2½	½
104	282	5.35	176	33.7	73–2800	L	G	A	7–2½	10	PC	Le	Zen	M	AL	AL	P.BB	Mo	Spi	Cla F308	Ros	L4IHV	350	a	TD	126	72	34	42x2½	53x2½	½
105	320	5.3	204	38.4	84–2800	L	G	A	7–2½	10	PC	Le	Zen	M	AL	AL	P.BB	Mo	Spi	Cla F308	Ros	L4IHV	350	a	TD	126	72	34	42x2½	53x2½	½
106	358	5.0	260	38.4	104–2800	L	G	A	7–2⅝	13¼	PC	Le	Zen	M	AL	AL	P.BB	Mo	Spi	Cla F322	Ros	L4IHV	350	a	TD	168	102	34	42x2½	56x3	½
107	404	5.0	294	43.3	118–2800	L	G	A	7–2⅝	13¼	PC	Le	Zen	M	AL	AL	P.BB	Mo	Spi	Cla F322	Ros	L4IHV	408	a	TD	168	102	34	42x2½	56x3	½
108	404	5.0	294	43.3	118–2800	L	G	A	7–2⅝	13¼	PC	Le	Zen	M	AL	AL	P.BB	Mo	Spi	Cla F322	Ros	L4IHV	408	a	TD	168	102	34	42x2½	56x3	½
109	404	5.0	294	43.3	118–2800	L	G	A	7–2⅝	13¼	PC	Le	Zen	M	AL	AL	P.BB	Mo	Spi	Cla F322	Ros	L4IHV	499	a	TD	168	102	34	42x2½	56x3	½
110	299	4.9	198	33.7	85–2800	L	G	C	4–2⅛	9½	PC	Mo	Til	M	AL	AL	D.BL	Pe	Blo	Tim 33000H	Ros	L4IHV	375	a	FD	120	77¼	34	42x2¼	50x3	½
111	201	5.8	138	23.4	72–3000	L	C	A	4–2⅛

Line Number	MAKE AND MODEL	GENERAL (See Keynote) Tonnage Rating	Chassis Price	Standard Wheelbase	Max. W. B. Furnished	Gross Vehicle Weight	Chassis Wt. (Stripped)	TIRE SIZE Front	Rear	ENGINE Make and Model	No. of Cylinders, Bore and Stroke	TRANSMISSION Make and Model	Location, Forward Speeds	Aux. Location and Speeds	REAR AXLE Make and Model	Gear and Type	Drive&Torq e	GEAR RATIOS In High	In Low	FRAME Side Rail Dimensions	Type
1	Dodge Bros. KH-30	1½–2	490	131	161	8500	2600	B6.00/20	P32x6	Own	6–3¼x4¼	Own	U	4 Op	Own	SF	H	5.43	34.7	6¾x2¼x¾	C
2	(Concl'd)...KD30	1½–2	515	131	161	8500	2612	B6.00/20	P32x6	Own	6–3¼x4¼	Own	U	4 Op	Own	SF	H	5.43	34.7	6¾x2¼x¾	C
3	.....K32	1½–2	545	136	161	10500	2885	B6.00/20	P32x6	Own	6–3¼x4¼	Own	U	4 Op	Own	SF	H	5.66	36.2	7x2¾x⅝	C
4	.....KD32	1½–3	560	136	161	10500	2858	B6.00/20	P32x6	Own	6–3¼x4½	Own	U	4 Op	Own	SF	H	5.66	36.2	7x2¾x⅝	C
5	.....KS32	1½–3	560	136	161	10500	2896	B6.00/20	P32x6	Own	6–3¼x4½	Own	U	4 Op	Own	SF	H	5.66	36	7x2¾x⅝	C
6	.....K35	1½–4	870	140	190	12500	3580	B6.50/20	DB6.50/20	Own	6–3¼x4½	Own	U	5 Op	Own	SF	H	6.33	44.8	8¼x2¾x⅝	C
7	.....K45	2–4	870	140	190	12500	3675	B7.00/20	DB7.00/20	Own	6–3¼x4½	Own	U	5 Op	Own	SF	H	6.33	44.8	8¼x2¾x⅝	C
8	.....F40	2–4	1995	150	190	16000	5173	B6.50/20	DB6.50/20	Own	6–3⅝x5	Own	U	4 Op	Own	SF	H	6.37	43.7	9¼x3¼x⅞	C
9	.....K50	2–5	1995	150	190	19000	5344	P32x6	DP32x6	Own	6–3⅝x5	Own	U	4 Op	Own	SF	H	6.37	43.7	9¼x3¼x⅞	C
10	.....(5) F-61	3–5½	2575	170	195	20000	5789	P32x6	DP32x6	Own	6–3⅝x5	Own	U	4 Op	Own	SF	H	7.12	48.8	10x3¼x⅞	C
11	.....(5) K-71	3–6	2575	170	195	22000	5789	P32x6	DP32x6	Own	6–3⅝x5	Own	U	4 Op	Own	SF	H	7.12	48.8	10x3¼x⅞	C
12	.....G-80	4–8	5250	146	220	25000	7640	B9.75/20	DB9.75/20	Own	8–3½x5	Own	U	5 Op	Own	SF	H	7.71	62.7	10x3½x¼	C
13	Duplex.....S	.....	3860	166	Op	18000	6250	B8.25/20	DB8.25/20	Bud K325	6–3¾x4¼	BL 2352	U	5 No	Tim 65200	WF	H	Opt	Opt	7x¼x3½	C
14	.....SAC	.....	4800	172	Op	22000	7135	B9.75/20	DB9.75/20	Bud K428	6–4⅝x4¾	BL 3353	U	5 No	Tim 75733	w/2F	R	Opt	Opt	7x¼x3½	C
15	.....K	.....	5650	172	Op	27500	7525	B10.50/20	DB10.50/20	Bud L525	6–4½x5½	BL 5351	U	5 No	Tim 76733	w/2F	R	Opt	Opt	8x¼x3½	C
16	Fageol.....106BK	1½–2½	1520	161	195	11200	5000	B6.50/20	DB6.50/20	Wau 6BK	6–3¾x4¼	WG T9	U	4 No	Tim 53200H	BF	H	5.66	36.2	6x3x⅞	
♦ 17	.....135HP	2–3	2295	161	195	13400	5800	B7.50/20	DB7.50/20	Wau 6-90	6–3⅝x4¾	BL 234	U	4 No	Tim 54200H	BF	H	6.8	43.6	6x3x⅞	C
18	.....135BK	2–3	2050	161	195	13400	5700	B7.50/20	DB7.50/20	Wau 6BK	6–3¾x4¼	WG T9	U	4 No	Tim 54200H	BF	H	5.83	37.3	6x3x⅞	C
♦ 19	.....250MK	2½–4	2750	178	196	16300	6775	B8.25/20	DB8.25/20	Wau 6MK	6–4⅛x4¾	BL 3341	U	4 No	Tim 56200H	BF	H	6.2	39.1	8x3x⅛	
♦ 20	.....250RA	2½–4	2900	178	196	19500	7000	B8.25/20	DB8.25/20	Wau 6MK	6–4⅛x4¾	BL 3341	U	4 No	Tim 58200H	BF	H	7.4	45.4	8x3x⅛	
♦ 21	250	2½–4	2500	178	196	16300	6500	B8.25/20	DB8.25/20	Wau 6BK	6–3¾x4¼	WG T9	U	4 No	Tim 56200H	BF	H	6.2	39.7	8x3x⅛	
♦ 22	.....300HP	3–5	4000	178	196	20700	7900	B9.00/20	DB9.00/20	Wau 6-110	6–4x4¾	BL 524	U	4 No	Tim 58200H	BF	R	7.8	56.8	8x3x¼	
♦ 23	.....300RA	3–5	4275	178	196	25300	8400	B9.00/20	DB9.00/20	Wau 6-110	6–4x4¾	BL 524	U	4 No	Tim 65725H	WF	R	7.8	56.8	8x3x¼	
♦ 24	....(D) 300D	3–5	6040	178	196	20700	8600	B9.00/20	DB9.00/20	Wau 6D100	6–4⅛x5½	BL 5341	U	4 No	Tim 58200H	BF	R	7.8	56.8	8x3x¼	
♦ 25	....(D) 300RA-D	3–5	6275	178	196	25300	9100	B9.00/20	DB9.00/20	Wau 6D100	6–4⅛x5½	BL 5341	U	4 No	Tim 65725H	WF	R	7.8	56.8	8x3x¼	
♦ 26	.....370HP	5–6	5600	182	200	25300	9950	B9.75/20	DB9.75/20	Wau 6-125	6–4⅝x5½	BL 5341	U	4 A 3	Tim 65725H	WF	R	5.7	120.	7¼x3½x¼	C
♦ 27	.....370SR	5–6	5300	182	200	25300	9750	B9.75/20	DB9.75/20	Wau 6SRK	6–4⅝x5½	BL 5341	U	4 A 3	Tim 65725H	WF	R	5.7	120.	7¼x3½x¼	C
♦ 28	.....370RA	5–6	5850	182	200	31000	10200	B9.75/20	DB9.75/20	Wau 6-125	6–4⅝x5½	BL 5341	U	4 A 3	Tim66720DH	WF	R	5.5	116.	7¼x3½x¼	C
♦ 29	....(D) 370D	5–6	7600	182	200	25300	11050	B9.75/20	DB9.75/20	Wau 6D125	6–4¾x5½	BL 734	U	4 A 3	Tim 65725H	WF	R	5.7	120	7¼x3½x¼	C
♦ 30	....(D) 370RA-D	5–6	7850	182	200	31000	11300	B9.75/20	DB9.75/20	Wau 6D125	6–4¾x5½	BL 734	U	4 A 3	Tim66720DH	WF	R	5.5	116	7¼x3½x¼	C
♦ 31	.....470HP	6–7	6100	182	200	33500	10350	B9.75/20	DB9.75/20	Wau 6-125	6–4⅝x5½	BL 5341	U	4 A 3	Tim66720DH	WF	R	5.5	116.	7¼x3½x¼	C
♦ 32	.....(D) 470D	6–7	8100	182	200	33500	11450	B9.75/20	DB9.75/20	Wau 6D125	6–4¾x5½	BL 734	U	4 A 3	Tim66720DH	WF	R	5.5	116	7¼x3½x¼	C
♦ 33	.....685RB	8–10	7500	174	174	42000	12750	B10.50/24	DB10.50/24	Wau 6RB	6–5x5¾	BL734	U	4 A 3	Tim 68720W	WF	R	6.54	144.	8¼x4x¾	
♦ 34	Federal.....DM	.....	975	120	120	8000	3050	B6.00/20	P32x6	Con W10	4–3⅞x4¼	WG T9	U	4 Op	Cla B374	SF	H	5.67	36.2	6x2¾x1¼	D
♦ 35	15	1½	745	137	174	10000	3500	B6.00/20	P32x6	Her JXA	6–3⅝x4¼	WG T9	U	4 Op	Tim 53521	SF	H	5.66	36.2	8¼x2⅞x⅞	T
♦ 36	.....15X	1½	845	137	174	10000	3500	B6.00/20	P32x6	Her JXA	6–3⅝x4¼	WG T9	U	4 Op	Tim 53521	SF	H	5.66	36.2	8¼x2⅞x⅞	T
♦ 37	.....18X	2	845	137	187	11000	3800	P6.50/20	DB6.50/20	Her JXB	6–3⅝x4¼	WG T9	U	4 Op	Tim 53303	SF	H	5.83	37.3	8¼x2⅞x⅞	T
♦ 38	20	2	1065	137	187	12000	3900	B6.50/20	DB6.50/20	Her JXB	6–3⅝x4¼	WG T9	U	4 Op	Tim 54300H	SF	H	6.80	43.5	8¼x2⅞x⅞	T
♦ 39	25	2½	1325	137	201	14000	4500	B7.00/20	DB7.00/20	Her JXC	6–3¾x4¼	Cla R115	U	5 Op	Cla B642	SF	H	6.43	45.5	8¼x2⅞x⅞	T
♦ 40	30	2½–3	2095	175	237	16000	6050	B8.25/20	DB8.25/20	Wau 6MS	6–3¾x4¾	Cla R114	U	5 Op	Cla B642	SF	H	6.43	45.5	10x3⅛x¼	T
♦ 41	40	3½–4	2490	175	237	19000	6550	B9.00/20	DB9.00/20	Wau 6MK	6–4¼x4¾	Cla R908	U	5 Op	Tim 58200H	SF	H	6.83	55.5	10x3⅛x¼	T
♦ 42	.....40DR	3½–4	2615	175	237	19000	6550	B9.00/20	DB9.00/20	Wau 6MK	6–4¼x4¾	Cla R908	U	5 Op	Tim 75200H	2F	H	7.0	56.9	10x3⅛x¼	T
♦ 43	.....T10B	3½–4	2550	165	230	19000	6550	P34x7	DP34x7	Con 18R	6–4x4½	Own 7784	A	4 Op	Tim 58200H	SF	R	6.83	44.5	7½x3½x⅞	C
♦ 44	...T10DR-T10W	3½–4	2685	165	230	19000	6550	P34x7	DP34x7	Con 18R	6–4x4½	Own 7784	A	4 Op	Tim 65200H	w 2F	R	6 75	44.0	7½x3½x⅞	T
♦ 45	50	4½–5	3075	175	237	22000	7150	B9.00/20	DB9.00/20	Wau 6MZ	6–4¼x4¾	Cla R908	U	5 Op	Tim 75733H	2F	R	7.37	59.9	10x3½x¼	T
♦ 46	.....C7-C7W	6	4710	195	249	26000	9550	B9.75/20	DB9.75/20	Wau 6SRK	6–4⅝x5½	Cla B 710	A	5 Op	Tim 76736H	w/2F	R	7.89	51.3	7½x3½x⅞	P
♦ 47	.....C8-C8W	6	5120	195	249	26000	9650	B9.75/20	DB9.75/20	Wau 6SRK	6–4⅝x5½	Cla B 710	A	5 Op	Tim 76736W	w/2F	R	7.89	51.3	7½x3½x⅞	P
♦ 48	.....X8DR-X8	7½	4335	162	186	30000	9750	S36x6	S40x14	Con B7	4–5x6	Cla B 710	A	5 Op	Tim 68700DP	w/2F	R	11 7	76.0	9¼x3½x1¼	C
♦ 49	.....X8RDR-X8R	7½	4735	162	186	30000	10475	P40x8	DP40x8	Wau 6SRK	6–4⅝x5½	Cla B 710	A	5 Op	Tim 68702DP	w/2F	R	11.7	76.0	9¼x3½x1¼	C
♦ 50	Ford.....51	1½	500	131	131	.....	3220	B6.00/20	P32x6	Own	8–3⅛x3¾	Own	U	4 No	Own	FS	U	6.6	42.2	7x2¾x⅞	C
♦ 51	51	1½	525	157	157	.....	3297	B6.00/20	P32x6	Own	8–3⅛x3¾	Own	U	4 No	Own	FS	U	6.6	42.2	7x2¾x⅞	C
♦ 52	.....Commercial	.....	360	112	112	.....	.....	B6.00/16	B6.00/16	Own	8–3⅛x3¾	Own	U	3 No	Own	S¾	U	4.11	11.6	5½x2x.11	
♦ 53	General Mot...T-16	1½–2	620	131	157	10000	3165	P30x5	P32x6	Own 213	6–3⅛x4¼	Own	U	4 No	Own	SF	H	5.67	41.0	7x2¾x⅞	T
54	.....T-18	2–3	675	140	164	10500	3270	P30x5	P32x6	Own 221	6–3⅛x4⅝	Own	U	4 No	Own	SF	H	5.67	37.3	7⅞x2¾x¼	T
♦ 55	.....T-18	2–3	777	140	164	11500	3400	P30x5	P32x6	Own 221	6–3⅛x4⅝	Own	U	4 No	Own	SF	H	5.67	37.3	7⅞x2¾x¼	T
♦ 56	.....T-23	2½–3½	1115	142	184	13000	4025	B6.50/20	DB6.50/20	Own 221	6–3⅛x4⅝	Own	U	4 No	Own	SF	H	5.83	38.3	8x3x¼	T
57	.....T-33	3–3½	1495	142	184	14000	4470	P32x6	DP32x6	Own 257	6–3⅛x4⅝	Own	U	4 No	Own	SF	H	5.63	35.5	8x3x¼	T
♦ 58	.....T-33	3–4½	1655	142	184	15000	4480	P32x6	DP32x6	Own 257	6–3⅛x4⅝	Own	U	4 Op	Own	SF	H	5.63	35.5	8x3x¼	T
59	.....T-43	3½–4½	1745	142	184	16000	4955	P32x6	DP32x6	Own 257	6–3⅛x4⅝	Own	U	4 No	Own	SF	H	6.57	41.4	8x3x¼	T
♦ 60	.....T-43	3½–5	1795	142	184	17000	4730	P32x6	DP32x6	Own 257	6–3⅛x4⅝	Own	U	4 Op	Own	SF	H	6.50	40.9	8x3x¼	T
♦ 61	.....T-46	4–5½	2285	145	187	19000	5635	P32x6	DP32x6	Own 331	6–3¾x5	Own	U	4 No	Own	SF	R	6.50	40.2	9x3½x⅞	T
♦ 62	.....T-46H	5–6½	2625	145	187	22000	6495	P34x7	DP34x7	Own 331	6–3¾x5	Own	U	4 No	Own	SF	R	6.43	39.7	9x3½x⅞	TL
63	.....T-51	4–5½	2925	145	193	20000	6960	P34x7	DP34x7	Own 331	6–3¾x5	Own	U	4 No	Own	SF	R	6.57	40.6	9x3½x⅞	L
64	.....T-51W	5–6½	3095	145	193	23000	7810	P34x7	DP34x7	Own 331	6–3¾x5	Own	U	4 Op	Own	WF	R	8.50	52.5	9x3½x⅞	L
65	.....T-51H	5–6½	3295	145	193	23000	7745	P34x7	DP34x7	Own 331	6–3¾x5	Own	U	4 Op	Own	2F	R	8.50	52.5	9x3½x⅞	L
66	.....T-61	5–6½	4395	145	193	23000	8390	B9.00/20	DB9.00/20	Own 400	6–4¼x5	Own	U	5 Op	Own	2F	R	8.64	57.3	9x3½x⅞	L
♦ 67	.....T-83	6–8	5185	145	193	26000	8740	B9.00/20	DB9.00/20	Own 400	6–4¼x5	Own	U	5 Op	Own	2F	R	8.50	56.4	9x3½x⅞	L
♦ 68	.....T-84	7–10	5760	145	193	30000	8995	B9.75/20	DB9.75/20	Own 450	6–4⅝x5	Own	U	5 Op	Own	2F	R	8.50	56.4	9x3½x⅞	L
69	.....T-84SX	7½	6200	190	190	25000	9750	B10.50/20	DB10.50/20	Own 400	6–4¼x5	Own	U	4 No	Own	2F	R	10.2	64.8	9x3½x⅞	L
70	.....(c.o.e.) T-73	3–3½	2995	94	142	15000	6925	P34x7	DP34x7	Own 257	6–3⅛x4⅝	Own	U	5 No	Own	SF	H	5.63	34.6	8x3½x¼	C
71	...(c.o.e.) T-73H	3½–4½	3150	94	142	18000	7085	P34x7	DP34x7	Own 257	6–3⅛x4⅝	Own	U	5 No	Own	SF	H	6.57	40.4	8x3½x¼	C
72	.....(c.o.e.) T-74	3½–4½	3695	94	142	18000	7660	P34x7	DP34x7	Own 331	6–3¾x5	Own	U	5 No	Own	SF	H	6.57	43.5	8x3½x¼	C
73	...(c.o.e.) T-74H	4–5½	4150	94	142	21000	8520	P34x7	DP34x7	Own 331	6–3¾x5	Own	U	5 No	Own	2F	H	8.50	56.3	8x3½x¼	C
74	.....(c.o.e.) T-75	5–6½	5490	106	160	24000	9815	B9.75/20	DB9.75/20	Own 400	6–4½x5	Own	U	5 No	Own	2F	R	8.64	57.3	9x3½x⅞	C
75	(T).(c.o.e.) T-75T	10–13	5790	94	94	24000	9310	B9.75/20	DB9.75/20	Own 400	6–4½x5	Own	U	5 No	Own	2F	R	8.64	57.3	9x3½x⅞	C
76	...(c.o.e.) T-75H	5–7½	5790	106	160	27000	10385	B9.75/20	DB975.20	Own 400	6–4½x5	Own	U	5 No	Own	2F	R	8.50	56.4	9x3½x⅞	C
77	.....(c.o.e.) T-78	7–9	6160	106	160	30000	10805	B10.50/22	DB10.50/22	Own 450	6–4¾x5	Own	U	5 No	Own	2F	R	8.50	56.4	9x3½x⅞	C
78	(T).(c.o.e.) T-78T	13–17	5950	94	94	30000	10215	B10.50/22	DB10.50/22	Own 450	6–4¾x5	Own	U	5 No	Own	2F	R	8.50	56.4	9x3½x⅞	C
79	Gramm.....AX4	1–1½	795	131	180	10000	3350	B6.00/20	B6.50/20	Con W10	4–3⅞x4¼	WG T9	U	4 No	Tim 53200H	BF	H	5.66	36.3	7x2¾x1¼	T
80	.....AX6	1–1½	895	131	180	10000	3550	B6.00/20	B6.50/20	Con 25A	6–3⅝x4	WG T9	U	4 No	Tim 53200H	BF	H	5.66	36.3	7x2¾x1¼	T
81	.....BX4	1½–2	895	131	210	11200	3525	B6.00/20	DB6.00/20	Con W10	4–3¾x4¼	WG T9	U	4 No	Tim 53200H	BF	H	6.2	39.6	7x2¾x1¼	T
82	.....BX6	1½–2	995	131	210	11200	3725	B6.00/20	DB6.00/20	Con 25A	6–3⅝x4	WG T9	U	4 No	Tim 53200H	BF	H	6.2	39.6	7x2¾x1¼	T
83	.....BXF	1½–2	1495	131	210	11200	4000	B6.00/20	DB6.00/20	Lyc ASD	6–3¾x4½	BL 314	U	4 No	Tim 53200H	BF	H	5.6	37	7x2¾x1¼	T
84	.....B	1½	1295	140	196	12000	4150	B6.50/20	DB6.50/20	Lyc 4SL	6–3¾x4½	WG T9	U	4 No	Tim 54200H	BF	H	5.83	37.1	7x2½x1¼	T
85	.....BF	2–3	1695	140	210	12000	4300	B6.50/20	DB6.50/20	Lyc AFD	6–3¾x4½	BL 314	U	4 No	Tim 54200H	BF	H	5.8	37.1	7x2½x1¼	T
86	.....CX4	2–3	1095	131	210	13400	3950	B6.50/20	DB6.50/20	C n W20	4–4¼x4¼	WG T9	U	4 No	Tim 54200H	BF	H	5.8	37.0	10x2¾x1¼	TP
87	.....CX6	2–3	1295	131	210	13400	4150	B6.50/20	DB6.50/20	Con 20C	6–3⅝x4⅝	WG T9	U	4 No	Tim 54200H	BF	H	5.8	37.0	10x2¾x1¼	TP
88	C	2–3	1795	160	224	14000	4820	B7.00/20	DB7.00/20	Lyc AS	6–3⅝x4½	BL 314	U	4 No	Tim 54200 H	BF	H	5.8	37.1	7x2½x1¼	T
89	.....CXH	2–3	1345	131	210	13400	4300	B6.50/20	DB6.50/20	Her JXC	6–3⅜x4¼	BL 234	U	4 No	Tim 54200H	BF	H	5.8	37.0	10x2¾x1¼	C
90	.....CF	2–3½	1895	160	224	14000	4900	B7.50/20	DB7.50/20	Lyc ASD	6–3¾x4½	BL 314	U	4 No	Tim 54200H	BF	H	5.8	37.1	7x2½x1¼	T
91	.....CXF	2–3½	2395	160	224	14000	5100	B7.50/20	DB7.50/20	Con 20R	6–4¼x4¾	BL 554	U	4 No	Tim 54200H	BF	H	5.8	41.6	7x2½x1¼	T
92	.....DX	2½–4	1795	131	210	16300	4650	B6.50/20	DB6.50/20	Wau 6BK	6–3¾x4¼	Cla R116	U	5 No	Tim 56200H	BF	H	6.1	43.1	10x2¾x1¼	
93	.....D	2½–4	1995	160	224	17000	5100	B7.50/20	DB7.50/20	Lyc ASD	6–3¾x4½	BL 314	U	4 No	Tim 56200H	BF	H	6.1	39.0	7x2½x1¼	T
94	.....DF	2½–4	2695	160	260	17000	5300	B7.50/20	DB7.50/20	Con 21R	6–4⅝x4¾	BL 554	U	4 No	Tim 56200H	BF	H	6.1	43.5	7x2½x1¼	T
95	.....EX	3–4	2295	160	224	16300	5200	B8.25/20	DB8.25/20	Con E601	6–3⅞x4½	BL 324	U	4 No	Tim 56200H	BF	H	6.1	43.5	7x2½x1¼	T
96	.....E	3–4½	2595	160	224	20700	5950	B8.25/20	DB8.25/20	Lyc TS	6–3½x5	BL 554	U	4 No	Tim 58200H	BF	H	5.5	35.6	12x2½x1¼	TP
97	.....ED	3–4½	3995	160	224	20700	6100	B8.25/20	DB8.25/20	Cum Die	4–4¼x6	BL 554	U	4 No	Tim 58200H	BF	H	5.5	35.6	12x2½x1¼	TP
98	.....EY190	3	3595	190	190	16000	6750	B7.50/20	DB7.50/20	Con 20R	6–4½x4¾	Co Rus4	U	4 No	Tim 58200H	BF	H	4.5	29.1	8¼x3¼x1¼	LDX
99	.....GY	4	4345	190	210	18000	7700	B8.25/20	DB8.25/20	Con 21R	6–4½x4¾	Co Rus	U	4 No	Wis 69317H	2F	H	4.3	27.3	8¾x3¼x1¼	LDX
100	.....G	4–6	3695	150	225	24000	7950	B9.00/20	DB9.00/20	Con 21R	6–4⅝x4¾	BL 554	U	4 No	Wis 1237H	2F	H	6.8	49.0	12x2½x1¼	TP
101	.....GF	4–6	5500	150	225	24000	9050	B9.75/20	B9.75/20	Her HXC	6–5¼x6	BL 744	U	4 No	Wis 1237H	2F	H	4.29	15.8	12x2½x1¼	TP
102	.....GW	5–7½	5175	157	240	28000	9500	B9.00/20	DB9.00/20	Con 21R	6–4⅝x4¾	BL 554	U	4 No	Wis 1627KW	2F	H	6.3	41.0	12x2½x1¼	TP
103	.....GWD	5–7½	6495	157	240	30000	10000	B10.50/20	DB10.50/20	Cum H Die.	6–4⅞x6	BL 735	U	5 No	Wis 1737KW	2F	H	5.75	21.2	12x2½x1¼	TP
104	.....HY	5	6595	210	236	22000	10100	B9.00/20	DB9.00/20	Con 16H	6–4¾x5¾	Fu HU16	U	4 No	Wis12527KW	2F	H	4.0	25.2	8¾x3¼x¼	LDX
♦105	G-P.....545	3–4	2400	130	176	18000	5575	B7.50/20	DB7.50/20	Wau 6BK	6–3¾x4¼	Fu 5A290	U	5 No	Tim 56200H	SF	R	6.10	37.2	8x¼x3½	T
♦106	555	4–5	3600	130	Op	20000	6100	B8.25/20	DB8.25/20	Wau 6-110-3	6–4x4¾	Fu 5A380	U	5 No	Tim 58200H	SF	R	7.40	51.8	9x¼x4	T
♦107	565	5–7	4400	136	Op	25000	8465	B9.00/20	DB9.00/20	Wau 6-110-3	6–4x4¾	Fu 5A380	U	5 No	Eat 2622	2F	R	8.50	59.5	10x¼x4	T
♦108	575	7–10	5400	136	Op	30000	9450	B9.75/20	DB9.75/20	Wau 6-125-4	6–4½x5½	Fu 5A53	U	5 No	Wis 1737	2F	R	9.10	73.4	12x¼x4	
109	Hahn.....HB4	2	1435	136	177	13000	4500	B7.00/20	DB7.00/20	Wau 6BK	6–3¾x4¼	WG T9	U	4 No	Tim 53200H	SF	H	6.6	42.2	6x2½x¼	P
110	.....HB5	2½	1690	137	178	18000	5400	B8.25/20	DB8.25/20	Wau 6BK	6–3¾x4¼	WG T9	U	4 No	Tim 54200H	SF	H	5.8	37.2	6x2½x¼	P
111	.....HB6	3	1900	142	184	20000	6050	B9.00/20	DB9.00/20	Wau 6BK	6–3¾x4¼	Fu 5A290	U	4 No	Tim 56200H	SF	H	5.14	32.9	6x2½x¼	P
112	300	3½–6	2940	150	212	22000	6700	B9.75/20	DB9.75/20	Wau 6MZ	6–4¼x4¾	Fu 5A380	U	4 Op	Tim 58200H	SF	H	6.8	48.4	7x3x¼	P
113	.....HD2	4–6	3580	156	218	25000	7600	B9.75/20	DB9.75/20	Wau 6MZ	6–4¼x4¾	Fu 5A380	U	5 Op	Wis 1237H	2F	H	7.2	51.3	7x3x¼	P
114	440	4–6	4850	162	242	26000	8500	B9.75/20	DB9.75/20	Wau 6SRK	6–4⅝x5½	Fu 5A530	U	5 Op	Wis 1237H	2F	R	7.2	51.3	8x3x¼	D
115	.....HE2	5–7	5400	156	Op	26000	9100	B10.50/20	DB10.50/20	Wau 6SRK	6–4⅝x5½	Fu 5A530	U	5 Op	Wis 1737H	2F	R	8.05	58.2	10x3x⅞	D
116	70	7–10	6960	175	Op	26000	10700	B10.50/24	DB10.50/24	Wau 6SRK	6–4½x5½	Fu MHU12-10	U	4 Op	Wis 19027W	2F	R	6.9	111.	10x3x⅞	
117	Hendrickson...158	2½	2600	Op	Op	15000	6000	B8.25/20	DB8.25/20	Wau 6-90	6–3⅜x4¾	Fu 5A38	U	5 No	Tim 54200H	SF	H	Opt	Opt	8x3x⅞	C
118	.....158A	2½	1760	99	210	15000	4800	B8.25/20	DB8.25/20	Wau 6BK	6–3¾x4¼	Cla R116	U	5 No	Cla B613	BF	R	Opt	Opt	8x3x⅞	C
119	(Cont'd).....198	3	3100	Op	Op	19000	6500	B9.00/20	DB9.00/20	Wau 6-110	6–4x4¾	Fu 5A38	U	5 No	Tim 58200H	SF	H	Opt	Opt	8x3x⅞	

♦—Denotes new model or change in specifications.

Line Number	ENGINE DETAILS: Displacement	Comp. Ratio	Torque lb. ft.	N.A.C.C. Rated H.P.	Max. Brake H.P. at R.P.M. Given	Valve Argmt.	Camshaft Drive	Piston Material	MAIN BEARINGS: Number and Diameter	MAIN BEARINGS: Length	Oiling System Type	Governor Make	FUEL SYST.: Carburetor Make	FUEL SYST.: Fuel Feed	ELECTRICAL: Ignition System Make	ELECTRICAL: Generator, Starter Make	Clutch Type and Make	Radiator Make	Universals Make	FRONT AXLE: Make and Model	Steering Gear Make	BRAKES: SERVICE: Make	BRAKES: SERVICE: Location	BRAKES: SERVICE: Type Operat'n	BRAKES: SERVICE: Lining Area	BRAKES: SERVICE: Drum Material	BRAKES: Hand Location Type	BODY MOUNTING DATA: Cab to Rear of Frame	BODY MOUNTING DATA: Cab to Rear Axle	BODY MOUNTING DATA: Width of Frame	SPRINGS: Front	SPRINGS: Rear	SPRINGS: Auxiliary Type
1	201	5.8	138	23.4	77-3600	L	C	A	4–2¼	5½	CC	No	Car	M	DR	DR	P.BB	Fe	Own	Own	Own	O4IH	176	a	TX	94½	46⅞	33½	36x1¾	48x2¼	N
2	217	5.6	150	25.3	70-3000	L	C	S	4–2½	5½	CC	No	Car	M	DR	DR	P.BB	Fe	Own	Own	Own	O4IH	176	a	TX	94½	46⅞	33½	36x1¾	48x2¼	N
3	217	5.6	150	25.3	70-3000	L	C	S	4–2½	5½	CC	No	Car	M	DR	DR	P.BB	Fe	Own	Own	Own	O4IH	176	a	TX	85½	51⅛	34	36x1¾	48x2¼	N
4	201	5.8	138	23.4	72-3000	L	C	A	4–2¼	5½	CC	No	Car	M	DR	DR	P.BB	Fe	Own	Own	Own	O4IH	176	a	TX	85½	51⅛	34	36x1¾	48x2¼	N
5	242	5.4	170	27.3	85-3200	L	C	A	4–2½	6¼	CC	MoHa	Car	M	DR	DR	P.BB	Fe	Own	Own	Own	O4IH	232	a	TX	91⅛	55⅛	34	39x2	48x2½	½
6	242	5.4	170	27.3	85-3200	L	C	A	4–2½	6¼	CC	MoHa	Car	M	DR	DR	P.BB	Fe	Own	Own	Own	O4IH	232	a	TX	91⅛	55⅛	34	39x2	48x2½	½
7	242	5.4	170	27.3	85-3200	L	G	S	7–2⅝	11¾	CC	Mo	Det	M	DR	DR	P.BB	Lo	Own	Own	Jac	O4IH	348	a	CD	124½	69¾	33½	42x3	56½x3½	½
8	309	4.7	200	31.5	96-3000	L	G	S	7–2⅝	11¾	CC	Mo	Det	M	DR	DR	P.BB	Lo	Own	Own	Jac	O4IH	348	a	CD	124½	69¾	33½	42x3	56½x3½	½
9	309	4.7	200	31.5	96-3000	L	G	S	7–2⅝	11¾	CC	Mo	Det	M	DR	DR	P.BB	Lo	Own	Own	Jac	O4IH	416	a	CD	149½	89¾	34	42x3	56x3½	½
10	309	4.7	200	31.5	96-3000	L	G	S	7–2⅝	11¾	CC	Mo	Det	M	DR	DR	P.BB	Lo	Own	Own	Jac	O4IH	416	a	CD	149½	89¾	34	42x3	56x3½	½
11	309	4.7	200	31.5	96-3000	L	G	S	7–2⅝	11¾	CC	Mo	Det	M	DR	DR	P.BB	Lo	Own	Own	Jac	O4IH	416	a	CD	149½	89¾	34	42x3	56x3½	½
12	385	5.0	260	39.2	115-3000	L	G	S	9–2¾	13	CC	Mo	Str	M	DR	DR	P.BB	Lo	Own	Own	Jac	Ws41A	600	a	CD	99½	65½	34⅛	42x3	56x3½	½
13	330	4.5	213	34.8	77-2100	L	G	C	7–3r	11½	FP	No	Str	P	AL	AL	P.BL	Yo	Cle	Shu 5572	Ros	L4IHV	399	a	TD	Opt	79	34	38x2½	52x2¼	N
14	428	4.5	280	45.9	105-2400	L	G	C	7–3r	11½	FP	No	Str	P	AL	AL	P.BL	Yo	Cle	Shu 5572	Ros	L4IHV	504	a	TD	Opt	85	34	38x2½	52x3	½
15	525	4.5	336	48.6	111-2200	L	G	C	7–3	11½	FP	Mo	Str	P	AL	AL	P.BL	Yo	Cle	Shu 637	Ros	L4IHV	554	a	TD	Opt	85	34	42x3	52x3½	½
16	282	5.1	190	33.7	82-2800	L	G	A	7–2⅝	10¼	FP	No	Zen	M	DR	DR	P.Lo	Pe	Spi	Tim 30000H	Ros	L4IH	272	G	TX	144	81½	34	37x2½	56x3	½
17	255	5.3	182	27.3	90-3200	F	G	A	4–2⅝	7⅛	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 31000H	Ros	L4IH	306	G	TX	144	81½	34	37x2½	56x3	½
18	282	5.1	190	33.7	82-2800	L	G	A	7–2⅝	10¼	FP	No	Zen	M	DR	DR	P.Lo	Pe	Spi	Tim 31000H	Ros	L4IH	306	G	TX	144	81½	34	37x2½	56x3	½
19	381	4.4	240	40.8	82-2200	L	G	A	7–2⅝	12½	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 33020H	Ros	L4IHV	355	G	TX	167½	97½	34	41x2½	56x3	½
20	381	4.4	240	40.8	82-2200	L	G	A	7–2⅝	12½	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 33020H	Ros	L4IHV	398	G	TX	167½	97½	34	41x2½	56x3	½
21	282	5.1	190	33.7	82-2800	L	G	A	7–2⅝	10¼	FP	No	Zen	M	DR	DR	P.Lo	Pe	Spi	Tim 33020H	Ros	L4IHV	355	G	TX	167½	97½	34	41x2½	56x3	½
22	358	5.2	254	38.4	110-2800	F	G	A	7–2⅝	12½	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 35020H	Ros	L4IHV	398	G	FD	167½	97½	34	41x2½	60⅝x3½	½
23	358	5.2	254	38.4	110-2-00	F	G	A	7–2⅝	12½	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 35020H	Ros	L4IHV	484	G	FD	167½	97½	34	41x2½	60⅝x3½	½
24	462	17.	275	46.0	100-2200	H	G	A	7–3⅝	13¾	FP	Wa	No	M	CI	LN	P.BL	Pe	Spi	Tim 35020H	Ros	L4IHV	398	G	FD	167½	97½	34	41x2½	60⅝x3½	½
25	462	17.	275	46.0	100-2200	H	G	A	7–3⅝	13¾	FP	Wa	No	M	CI	LN	P.BL	Pe	Spi	Tim 35020H	Ros	L4IHV	484	G	FD	167½	97½	34	41x2½	60⅝x3½	½
26	462	5.2	324	46.0	125-2600	F	G	A	7–3	13⅞	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 35000H	Ros	L4IHV	484	G	FD	172⅛	101⅝	33½	41x3	60⅝x3½	½
27	517	4.5	340	51.3	108-2000	L	G	A	7–3	13⅞	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 35000H	Ros	L4IHV	484	G	FD	172⅛	101⅝	33½	41x3	60⅝x3½	½
28	462	5.2	324	46.0	125-2600	F	G	A	7–3	13⅞	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 35000H	Ros	L4IHV	663	G	FD	172⅛	101⅝	33½	41x3	60⅝x3½	½
29	585	17.	350	54.1	125-2200	H	G	A	7–3⅝	18¾	FP	Wa	No	M	CI	LN	P.BL	Pe	Spi	Tim 35000H	Ros	L4IHV	484	G	FD	172⅛	101⅝	33½	41x3	60⅝x3½	½
30	585	17.	350	54.1	125-2200	H	G	A	7–3⅝	18¾	FP	Wa	No	M	CI	LN	P.BL	Pe	Spi	Tim 35000H	Ros	L4IHV	663	G	FD	172⅛	101⅝	33½	41x3	60⅝x3½	½
31	462	5.2	324	46.0	125-2600	F	G	A	7–3	13¾	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 26450H	Ros	L4IHV	717	G	FD	172⅛	101⅝	33½	41x3	60⅝x3½	½
32	585	17.	350	54.1	125-2200	H	G	A	7–3⅝	18¾	FP	Wa	No	M	CI	LN	P.BL	Pe	Spi	Tim 26450H	Ros	L4IHV	717	G	FD	172⅛	101⅝	33½	41x3	60⅝x3½	½
33	377	4.4	440	60.0	125-1800	L	G	A	4–3½	11⅜	CC	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim27050TW	Ros	Ws41A	757	G	FD	132	86	34	42½x3	64½x4	½
34	200	4.7	126	24.0	50-2700	L	C	A	3–2½	5⅞	CC	Mo	Car	M	DR	DR	P.BB	Lo	Spi	Cla F212	Ge	L4IH	200	a	TX	....	....	34	38¼x2¼	50x2½	N
35	228	4.7	149	27.3	61-2500	L	G	C	7–2½	10½	PC	Mo	Zen	M	DR	DR	P.BB	Lo	Spi	Tim 30020H	Ge	L4IH	223	a	TX	101	51⅛	34	38x2½	50x2½	N
36	228	4.7	149	27.3	61-2500	L	G	C	7–2½	10½	PC	Mo	Zen	M	DR	DR	P.BB	Lo	Spi	Tim 30020H	Ge	L4IH	223	a	TX	101	51⅛	34	38x2½	50x2½	N
37	263	5.4	164	31.5	67-2600	L	G	A	7–2½	10½	PC	Mo	Zen	M	DR	DR	P.BB	Lo	Spi	Tim 30020H	Ge	L4IH	223	a	TX	101	51⅛	34	38x2½	50x2½	½
38	263	5.4	164	31.5	67-2600	L	G	A	7–2½	10½	PC	Mo	Zen	M	DR	DR	P.BB	Lo	Spi	Tim 31020H	Ge	L4IH	336	a	TX	101	51⅛	34	38x2½	50x2½	½
39	282	5.4	176	33.7	72-2600	L	G	A	7–2½	10½	PC	Mo	Zen	M	DR	DR	P.BB	Lo	Spi	Cla F308	Ge	L4IH	336	a	TD	101	51⅛	34	38x2½	50x3	½
40	315	5.0	200	33.8	73-2500	L	G	A	7–2¾	12½	FP	Wa	Zen	M	DR	DR	P.BB	Lo	Spi	Cla F320	Ge	L4IHV	336	a	FD	115	82	34	42x2½	52x3	½
41	381	4.8	240	40.8	85-2400	L	G	A	7–2¾	12½	FP	Wa	Zen	M	DR	DR	P.BB	Lo	Spi	Cla F320	Ros	L4IHV	379	a	FD	115	82	34	42x2½	52x3	½
42	381	4.8	240	40.8	85-2400	L	G	A	7–2¾	12½	FP	Wa	Zen	M	DR	DR	P.BB	Lo	PS	Own 7738	Ros	L4IHV	379	a	TI	117	79	34	42x2½	54x3	½
43	339	4.2	212	38.4	80-2200	H	C	C	7–2¾	13⅛	CC	Mo	Zen	M	DR	DR	P.BB	Lo	PS	Own 7738	Ros	L4IHV	379	a	TI	117	79	34	42x2½	54x3	½
44	339	4.2	212	38.4	80-2200	H	C	C	7–2¾	13⅛	CC	Mo	Zen	M	DR	DR	P.BB	Lo	Spi	Tim 35000H	Ros	L4IHV	465	a	FD	115	82	34	42x2½	54x3	½
45	404	6.0	274	42.5	90-2400	L	G	A	7–2⅝	12½	FP	Wa	Zen	M	DR	DR	P.BL	Lo	Spi	Tim 36020H	Ha	L4IHV	486	a	TD	162	102	34	42x3	56x3½	½
46	517	4.6	330	51.3	110-2200	L	G	A	7–3	13⅞	FP	Wa	Zen	M	DR	DR	P.BL	Lo	Spi	Tim 36020H	Ha	Ws41A	613	a	TD	162	102	34	42x3	56x3½	½
47	517	4.6	330	51.3	110-2200	L	G	A	7–3	13⅞	FP	Wa	Zen	M	DR	DR	P.BL	Lo	Spi	Tim 36020W	Ha	Ws41A	613	a	TD	162	102	34	42x3	56x3½	½
48	471	3.7	288	40.0	61-1350	L	G	C	3–2⅝	10¾	FP	Pe	Zen	V	AB	DR	P.BB	Lo	PS	Own 5008	Ge	T21MV	568	a	RI	151	87	38	44x3	56x3½	½
49	517	4.6	330	51.3	110-2200	L	G	A	7–3	13⅞	FP	Wa	Zen	M	DR	DR	P.BL	Lo	PS	Own 5008	Ros	T21MV	458	a	RI	151	87	38	44x3	56x3½	½
50	227	5.3	138	30.0	80-3800	L	G	A	3–2	5½	CC	Opt	Str	P	Ow	Ow	Own	Ow	Own	Own	Own	O4IM	355	a	2I	101⅛	57¼	38	36⅞x2¼	50x2½	O
51	221	5.3	138	30.0	80-3800	L	G	A	3–2	5½	CC	Opt	Str	P	Ow	Ow	Own	Ow	Own	Own	Own	O4IM	355	a	2I	126½	83¼	38	36⅞x2¼	50x2½	O
52	221	6.3	...	30.0	80-3800	L	G	A	3–2	5½	CC	Opt	Str	P	Ow	Ow	Own	Ow	Own	Own	Own	O4IM	180	a	4I	67¾	38¾	44	40¼x2	46½x2¼	N
53	213	6.0	152	26.3	84-3500	L	C	B	4–2	6½	FP	Opt	Zen	M	DR	DR	P.Ow	Hr	Spi	Own	Jac	L4IH	253	C	2I	86⅜	51½	36	36x1¾	45x2½	O
54	221	5.1	155	24.3	69-2800	H	G	B	4–2⅝	7½	PC	Op	Zen	M	DR	DR	P.Ow	Hr	Spi	Own	Jac	O4IM	206	C	2I	106⅞	60	36	36x1¾	45x2½	½
55	221	5.1	161	24.3	77-3200	H	G	B	4–2⅝	7½	PC	Opt	Zen	M	DR	DR	P.Ow	Lo	Spi	Own	Jac	L4IH	296	Ca	TX	107	60	34	38x2½	50x2½	½
56	221	5.1	161	24.3	77-3200	H	G	B	4–2⅝	7½	PC	Opt	Zen	M	DR	DR	P.Ow	Lo	Spi	Own	Jac	B41M	346	a	TX	107	60	34	38x2½	60x3	½
57	257	5.1	185	28.3	76-2500	H	G	B	4–2⅝	7½	PC	Ha	Zen	M	DR	DR	dp.Ow	Lo	Spi	Own	Jac	L4IHV	328	a	TX	107	60	34	38x2½	50x3	½
58	257	5.1	190	28.3	80-2500	H	G	B	4–2⅝	7½	PC	Ha	Zen	M	DR	DR	P.Lo	Lo	Spi	Own	Jac	B41M	416	a	TX	107	60	34	38x2½	50x3	½
59	257	5.1	185	28.3	76-2500	H	G	B	4–2⅝	7½	PC	Ha	Zen	M	DR	DR	dp.Ow	Lo	Spi	Own	Jac	B41M	416	a	TX	107	60	34	38x2½	50x3	½
60	257	5.1	190	28.3	80-2500	H	G	B	4–2⅝	7½	PC	Ha	Zen	M	DR	DR	P.Lo	Lo	Spi	Own	Jac	L4IHV	370	a	TX	107	60	34	38x2½	50x3	½
61	331	4.7	230	33.7	94-2500	H	G	A	4–2½	8½	PC	Ha	Zen	M	DR	DR	P.Lo	Lo	Spi	Own	Jac	L4IHV	413	a	TX	107	60	34⅛	40x3	50x3	½
62	331	4.7	230	33.7	94-2500	H	G	A	4–2½	8½	PC	Ha	Zen	M	DR	DR	P.Lo	Lo	Spi	Own	Jac	L4IHV	502	a	TX	107	60	34⅛	40x3	54x3	½
63	331	4.7	230	33.7	94-2500	H	G	A	4–2½	8½	PC	Ha	Zen	M	DR	DR	dp.Ow	Lo	Spi	Own	Jac	B41MV	449	a	TX	125	72	34⅛	40x3	50x3	½
64	331	4.7	230	33.7	94-2500	H	G	A	4–2½	8½	PC	Ha	Zen	M	DR	DR	dp.Ow	Lo	Spi	Own	Jac	B41MV	586	a	TX	125	72	34⅛	40x3	54x3	½
65	331	4.7	230	33.7	94-2500	H	G	A	4–2½	8½	PC	Ha	Zen	M	DR	DR	dp.Ow	Lo	Spi	Own	Jac	B41MV	586	a	TX	125	72	34⅛	40x3	54x3	½
66	400	4.7	296	40.9	110-2300	H	G	A	4–2.7	8½	FP	Ha	Zen	M	DR	DR	P.Ow	Lo	Spi	Own	Jac	Ws41A	615	a	TX	125	72	34⅛	50x3½	54x3	½
67	400	4.7	296	40.9	110-2300	H	G	A	4–2.7	8½	FP	Ha	Str	M	DR	DR	P.Ow	Lo	Spi	Own	Jac	Ws41A	615	a	TX	125	72	34⅛	50x3½	54x3	½
68	450	4.7	340	46.7	120-2300	H	G	A	4–2.7	8½	FP	Ha	Zen	M	DR	DR	dp.Ow	Lo	Spi	Own	Jac	B41MV	615	a	TX	215	117	34⅛	50x3½	54x3	½
69	400	4.7	296	40.9	110-2300	H	G	A	4–2.7	8½	FP	Ha	Str	M	DR	DR	dp.Ow	Lo	Spi	Own	Jac	B41MV	379	a	TX	125	72	34	50x3	50x3	½
70	257	5.1	185	28.3	76-2500	H	G	B	4–2⅜	7½	PC	Ha	Str	M	DR	DR	dp.Ow	Lo	Spi	Own	Jac	B41MV	449	a	TX	112	72	34	50x3	50x3	½
71	257	5.1	185	28.3	76-2500	H	G	B	4–2⅜	7½	PC	Ha	Str	M	DR	DR	dp.Ow	Lo	Spi	Own	Jac	B41MV	449	a	TX	119	72	34	50x3	50x3	½
72	331	4.7	230	33.7	94-2500	H	G	A	4–2½	8½	PC	Ha	Str	M	DR	DR	dp.Ow	Lo	Spi	Own	Jac	B41MV	542	a	TX	112	72	34	50x3	54x3	½
73	331	4.7	230	33.7	94-2500	H	G	A	4–2½	8½	PC	Ha	Str	M	DR	DR	dp.Ow	Lo	Spi	Own	Jac	B41MV	542	a	TX	119	72	34	50x3	54x3	½
74	400	4.7	296	40.9	110-2300	H	G	A	4–2.7	8½	FP	Ha	Str	M	DR	DR	P.Ow	Lo	Spi	Own	Jac	B41MV	586	a	TX	107	72	34½	50x3	54x3	½
75	400	4.7	296	40.9	110-2300	H	G	A	4–2.7	8½	FP	Ha	Str	M	DR	DR	P.Ow	Lo	Spi	Own	Jac	Ws41A	615	a	TX	119	84	34½	50x3½	54x3	½
76	400	4.7	296	40.9	110-2300	H	G	A	4–2.7	8½	FP	Ha	Str	M	DR	DR	P.Ow	Lo	Spi	Own	Jac	Ws41A	615	a	TX	119	84	34½	50x3½	54x3	½
77	450	4.7	340	46.7	120-2300	H	G	A	4–2.7	8½	FP	Ha	Str	M	DR	DR	P.Ow	Lo	Spi	Own	Jac	Ws41A	615	a	TX	107	72	34½	50x3	54x3	½
78	450	4.7	340	46.7	120-2300	H	G	A	4–2.7	8½	FP	Ha	Str	M	DR	DR	P.Ow	Lo	Spi	Own	Jac	Ws41A	615	a	TX	107	72	34½	50x3	54x3	½
79	200	4.7	121	24.0	50-2800	L	C	A	3–2⅛	5⅞	FP	No	Til	M	AL	AL	P.BB	Pe	Spi	Tim 30000H	Ros	L4IH	249	p	TD	81½	51¼	34	36x2¼	45x2½	10
80	214	5.3	142	27.4	71-3200	L	C	A	4–2⅛	6¾	FP	No	Til	M	AL	AL	P.BB	Pe	Spi	Tim 30000H	Ros	L4IH	249	p	TD	81½	51¼	34	36x2¼	45x2½	10
81	200	4.7	121	24.0	50-2800	L	C	A	3–2⅛	5½	PC	No	Til	M	AL	AL	P.BB	Pe	Spi	Tim 30000H	Ros	L4IH	249	p	TD	81¾	51½	34	36x2¼	45x2½	½
82	214	5.3	142	27.3	71-3200	L	C	A	4–2⅛	6¾	PC	No	Til	M	AL	AL	P.BL	Pe	Blo	Tim 30000	Ros	L4IH	249	p	FD	81¾	51½	34	36x2¼	45x2½	½
83	299	4.9	198	33.7	85-2800	L	G	C	4–2⅝	9½	PC	No	Til	M	AL	AL	P.BL	Pe	Blo	Tim 31000	Ros	L4IH	260	p	FD	94	60⅛	34	40x2¼	50x2½	½
84	224	4.7	146	25.3	61-2900	L	G	C	4–2⅝	8¼	PC	Mo	Zen	V	AL	AL	P.BB	Pe	Blo	Tim 31000H	Ros	L4IH	260	p	FD	94	60⅛	34	40x2¼	50x2½	½
85	299	4.9	198	33.7	85-2800	L	G	C	4–2⅝	9½	PC	No	Til	M	AL	AL	P.BL	Pe	Blo	Tim 31000	Ros	L4IH	260	p	FD	94	60⅛	34	40x2¼	50x2½	½
86	227	4.7	142	27.2	55-2400	L	G	C	3–2⅛	5⅞	PC	Mo	Til	M	AL	AL	P.BB	Pe	Spi	Tim 31000H	Ros	L4IH	260	p	TD	81	51¼	34	36x2¼	45x2½	½
87	248	5.0	160	27.3	70-3000	L	G	C	7–2⅛	10	FP	Mo	Til	M	AL	AL	P.BB	Pe	Spi	Tim 31000H	Ros	L4IH	260	p	TD	120	77¼	34	42x2¼	56x3	½
88	278	4.7	182	31.5	85-3300	L	G	A	4–2⅝	9¼	PC	Mo	Til	M	AL	AL	P.BL	Pe	Blo	Tim 31000H	Ros	L4IH	260	P	FD	81	51⅜	34	36x2¼	45x2½	½
89	282	5.4	176	33.7	73-2800	L	G	C	7–2½	10¼	PC	Mo	Zen	M	AL	AL	P.BL	Pe	Blo	Tim 31000	Ros	L4IH	260	p	FD	120	77¼	34	42x2¼	56x3	½
90	299	4.9	198	33.7	85-2800	L	G	C	4–2⅝	9½	PC	No	Til	M	AL	AL	P.BL	Pe	Blo	Tim 31000	Ros	L4IH	260	p	FD	120	77¼	34	42x2¼	56x3	½
91	380	4.7	238	40.8	88-2400	H	C	C	7–2⅝	13⅛	PC	No	Zen	M	AL	AL	P.BB	Pe	Spi	Tim 33000H	Ros	L4IH	330	a	TD	81	51⅜	34	36x2¼	45x2½	½
92	282	...	190	33.7	85-3200	L	G	C	7–2⅝	10¼	FP	Mo	Zen	M	AL	AL	P.BL	Pe	Blo	Tim 33000H	Ros	L4IHV	330	a	FD	120	77¼	34	42x2¼	56x3	½
93	299	4.9	198	33.7	85-2800	L	G	C	7–2⅝	9¾	PC	Mo	Til	M	AL	AL	P.BL	Pe	Blo	Tim 33000	Ros	L4IHV	330	a	FD	120	77¼	34	42x2¼	56x3	½
94	428	4.6	268	45.9	100-2200	H	C	C	7–2⅝	13⅛	PC	No	Zen	M	AL	AL	P.BL	Pe	Blo	Tim 33000H	Ros	L4IHV	330	a	FD	120	77¼	34	42x2¼	50x3	½
95	318	4.5	203	36.	80-2700	L	G	C	7–2⅝	12⅜	CC	Mo	Zen	M	AL	AL	P.BL	Pe	Blo	Tim 33000H	Ros	L4IHV	375	a	FD	127	74¼	34	42x2¼	56x3	½
96	353	4.8	245	36.2	98-2700	L	G	C	4–2⅝	10	PC	Mo	Til	M	AL	AL	D.Jo	Pe	Blo	Tim 33000	Ros	L4IHV	375	a	FD	127	74¼	34	42x2¼	56x3	½
97	448	17.	280	38.0	83-1800	H	G	N	5–3¼	12	P	En	No	M	CI	LN	D.BL	Pe	Blo	Tim 33000	Ros	L4IHV	375	a	FD	127	74¼	34	42x2¼	60x3	½
98	380	4.7	238	40.8	88-2400	H	C	C	7–2⅝	13⅛	PC	Mo	Zen	M	AL	AL	D.Jo	Pe	Blo	Tim 33000	Ros	L4IHV	375	a	FD	156	90	41½	44x2½	60x3	½
99	428	4.6	268	45.9	100-2200	H	C	C	7–2⅝	13⅛	PC	Mo	Zen	M	AL	AL	D.Jo	Pe	Blo	Tim 33000	Ros	L4IHV	375	a	FD	176⅛	119⅛	41½	44x2½	60x3	½
100	428	4.6	268	45.9	100-2200	H	C	C	7–2⅝	13⅛	PC	Mo	Zen	M	AL	AL	D.BL	Pe	Blo	Tim 35000	Ros	L4IHV	466	a	FD	98	67	34	42x2½	52x3	½
101	779	4.5	505	66.2	143-1600	L	G	H	7–3½	17	PC	No	Til	M	AL	AL	D.BL	Pe	Blo	Tim 35000	Ros	L4IHV	466	a	FD	98	67	34	42x2½	52x3	½
102	428	4.1	268	45.9	100-2200	H	C	C	7–2⅝	13⅛	PC	Mo	Zen	M	AL	AL	D.BL	Pe	Blo	Tim 27450	Ros	Ws41A	576	a	FD	128½	73⅞	36	46x3	58x3½	½
103	672	17.	440	57.0	125-1800	H	G	N	7–3¼	16½	P	En	No	M	CI	LN	D.BL	Pe	Blo	Tim 27450	Ros	Ws41A	576	a	FD	128½	73⅞	36	46x3	58x3½	½
104	611	4.1	382	54.1	127-2300	L	G	A	7–3	13½	PC	Pe	Zen	M	AL	AL	D.Fu	Pe	Blo	Tim 27450	Ros	Ws41A	576	a	FD	198⅛	141⅛	41½	41x3	60x4	½
105	282	5.1	180	33.8	85-3200	L	G	C	7–2⅝	10¼	PC	No	Zen	M	My	AL	P.BB	Ow	Spi	Tim 31000H	Ros	L4IHV	364	A	TX	Opt	58	31	40x2½	54x3	½
106	358	5.2	254	38.4	110-2800	F	G	C	7–2⅝	12½	PC	Wa	Zen	M	My	AL	P.BB	Ow	Spi	Tim 33000H	Ros	L4IHV	420	A	TD	Opt	58	34	40x2½	54x3	½
107	358	5.2	254	38.4	110-2800	F	G	C	7–2⅝	12½	PC	Wa	Zen	M	My	AL	P.BB	Ow	Spi	Tim 35000H	Ros	L4IHV	....	....	TD	Opt	60	34	40x3	58x3½	½
108	462	5.1	324	45.5	125-2600	F	G	C	7–3	12½	PC	Wa	Zen	M	My	AL	P.BB	Ow	Spi	Tim 35000H	Ros	L4IHV	....	....	TD	Opt	60	34	40x3	58x3½	½
109	282	5.1	190	33.7	82-2800	L	G	A	7–2⅝	10¼	FP	No	Zen	M	DR	DR	P.BB	GO	Spi	Tim 30000H	Ros	L4IH	269	G	TX	Opt	Opt	34	38x2¼	56x2½	½
110	282	5.1	190	33.7	82-2800	L	G	A	7–2⅝	10¼	FP	No	Zen	M	DR	DR	P.BB	GO	Spi	Tim 31000H	Ros	L4IH	355	G	FD	Opt	Opt	34	38x2¼	56x2½	½
111	282	5.1	190

Line Number	MAKE AND MODEL	GENERAL (See Keynote) Tonnage Rating	Chassis Price	Standard Wheelbase	Max. W. B. Furnished	Gross Vehicle Weight	Chassis Wt. (Stripped)	TIRE SIZE Front	Rear	ENGINE Make and Model	No. of Cylinders, Bore and Stroke	TRANSMISSION Make and Model	Location, Forward Speeds	Aux. Location and Speeds	REAR AXLE Make and Model	Gear and Type	Drive&Torque	GEAR RATIOS In High	In Low	FRAME Side Rail Dimensions	Type
1	Hendrickson	24S	4	3600	Op	Op	24000	8200	B9.75/20	DB9.75/20	Wau 6-110	6-4x4¼	Fu 5A38	U 5	No	Tim 75733H	w/2	R	Opt	Opt	8x3x⅜	P
2	(Concl'd.)	32S	5	4200	Op	Op	32000	10600	B9.75/20	DB9.75/20	Wau 125	6-4½x5½	Fu 5A53	U 5	No	Tim 76733H	w/2	R	Opt	Opt	8x3x⅜	P
♦ 3	Hug	15A	1¼–2½	785	136	156	10500	3750	B5.50/20	B6.50/20	Wau 6BL	6-3½x4½	Cla B312	U 4	No	Cla B373	SF	H	6.37	41.8	8x2½x⅜	T
♦ 4		15D	1¼–2½	825	118	124	11500	3750	B5.50/20	B6.50/20	Wau 6BL	6-3½x4¼	Cla B312	U 4	No	Cla B470	SF	H	6.37	41.8	8x2½x⅜	T
♦ 5		15T	1¼–2½	825	130	150	20000	3750	B5.50/20	B6.50/20	Wau 6BL	6-3½x4¼	Cla B312	U 4	No	Cla B470	SF	H	6.37	41.8	8x2½x⅜	T
♦ 6		19A	2½–5	1275	136	156	18000	4578	B7.00/20	DB7.00/20	Wau 6BK	6-3¾x4¼	Spi 2253	U 5	No	Cla B611	SF	H	4.91	39.2	8x3x¼	T
♦ 7		19D	2½–3	1365	118	124	14500	4578	B7.50/20	DB7.50/20	Wau 6BK	6-3¾x4¼	Spi 2253	U 5	No	Cla B642	SF	H	5.52	44.0	8x3x¼	T
♦ 8		19T	2½–5	1365	130	150	26000	4578	B7.50/20	DB7.50/20	Wau 6BK	6-3¾x4¼	Spi 2253	U 5	No	Cla B642	SF	H	5.52	44.0	8x3x¼	T
9		23S	2½	2320	146	201	16400	6400	B8.25/20	DB8.25/20	Bud H298	6-3¾x4½	Fu MLU	U 4	No	Cla B642	SF	H	6.42	40.8	8x3x¼	T
10		23A	2½–5	1785	153	188	19000	5120	B7.50/20	DB7.50/20	Bud H298	6-3¾x4½	Spi 2353	U 5	No	Cla B611	SF	H	5.03	39.0	8x3x¼	T
11		23T	2½–5	1835	130	150	28000	5120	B7.50/20	DB7.50/20	Bud H298	6-3¾x4½	Spi 2353	U 5	No	Cla B642	SF	H	5.66	43.8	8x3x¼	T
12		41S	3	5070	158	158	18165	8500	B9.75/20	B12.75/20	Bud K428	6-4¾x4¾	Fu MRUAY	U 4	A 3	Wis 1237H	2F	H	8.95	119.	8x3x¼	T
13		42A	3–6	2350	160	195	22000	6800	B9.00/20	DB9.00/20	Bud K369	6-4⅛x4¾	Fu 5A380	U 5	No	Cla B805	SF	H	5.63	50.1	8x3x¼	T
14		42T	3–6	2615	137	160	32000	7000	B9.00/20	DB9.00/20	Bud K369	6-4⅛x4¾	Fu 5A380	U 5	No	Wis 72000L	2F	H	5.71	50.8	8x3x¼	T
15		43A	4–8	3250	160	195	26000	7050	B9.75/20	DB9.75/20	Bud K428	6-4½x4¾	Fu 5A530	U 5	No	Wis 72000L	2F	H	5.77	51.2	8x3x¼	T
16		43T	4–8	3425	137	160	38000	7350	B9.75/20	DB9.75/20	Bud K428	6-4½x4¾	Fu 5A530	U 5	No	Wis 1337BH	2F	H	5.97	53.0	8x3x¼	T
♦ 17		70	3	3495	122	122	18000	7370	B9.00/20	DB9.00/20	Bud K369	6-4⅛x4¾	Fu 5A380	U 5	No	Wis 72000Q	2F	H	6.59	58.8	6x3x¼	T
♦ 18		87K	3½	4360	128	128	23000	8156	B9.75/20	DB9.75/20	Bud K428	6-4½x4¾	Fu MHOG	A 8	No	Wis 1337Q	2F	H	6.44	75.8	7x3½x¼	T
19		87Q	5	4985	144	144	28200	8300	B10.50/20	DB10.50/20	Bud K428	6-4½x4¾	Fu 5A530	U 5	A 2	Wis 1737K	2F	H	7.27	134.	8x4x⅜	T
20		43L	5	4325	146	201	28105	8905	B9.75/20	DB9.75/20	Bud L525	6-4½x5½	Fu 5A530	U 5	No	Wis 1737KW	2F	H	5.07	45.0	8x3x¼	T
21		97L	7½	5925	144	144	35620	10810	B10.50/20	DB10.50/20	Bud L525	6-4½x5½	Fu 5A530	U 5	A 2	Wis 19027	2F	H	8.84	163.	8x4x¼	T
22	Indiana	85	1½	1025	141	186	10000	3950	B6.50/20	DB6.50/20	Her JXB	6-3⅝x4¼	BL 124	U 4	No	Tim 53200H	SF	H	5.66	35.1	7⅛x2½x⅛	T
23		95	2	1195	141	186	12000	4400	P32x6	DP32x6	Her JXC	6-3¾x4¼	BL 224	U 4	No	Tim 54300H	SF	H	5.85	36.2	7⅛x2½x⅛	T
24		95DR	2½	1525	141	186	15000	4650	B7.50/20	DB7.50/20	Her JXC	6-3¾x4¼	BL 224	U 4	Op	Wis 4916L	2F	H	6.66	41.2	7⅛x2½x⅛	T
25		17A	3	2300	156	212	17000	6300	B8.25/20	DB8.25/20	Her WXC	6-4x4½	BL 3341	U 4	A 3	Tim 58205H	SF	H	6.83	43.0	8x3x¼	T
26		17ADR	3	2475	156	212	18000	6350	B8.25/20	DB8.25/20	Her WXC	6-4x4½	BL 3341	U 4	Op	Wis 70000H	2F	R	7.06	44.5	8x3x¼	T
27		17	3	2450	170	224	18000	6600	B8.25/20	DB8.25/20	Her YXC	6-4½x4¾	BL 3341	U 4	Op	Tim 58205H	SF	R	6.14	38.7	8½x3x⅜	T
28		17DR	3	2675	170	224	19000	6700	B8.25/20	DB8.25/20	Her YXC	6-4½x4¾	BL 334	U 4	Op	Wis 70000	2F	R	6.28	38.6	8½x3x⅜	T
29		19DR	3½	3400	170	224	22000	7600	B9.00/20	DB9.00/20	Her YXC	6-4¾x4¾	BL 524	U 4	Op	Wis 1237H	2F	R	7.2	52.3	8½x3x⅜	T
30		43DR	4	4300	170	224	25000	8000	B9.75/20	DB9.75/20	Her RXB	6-4½x5½	BL 524	U 4	Op	Wis 1627KH	2F	R	6.96	50.7	8½x3x⅜	T
31		45DR	5	4800	170	224	25000	8700	B9.75/20	DB9.75/20	Her RXC	6-4¾x5¼	BL 534	U 4	Op	Wis 1737H	2F	R	7.14	45.4	8¼x3x½	T
32		47DR	5–7	7500	188	234	28000	10500	B10.50/20	DB10.50/20	Cum.6HDie.	6-4⅞x6	BL 7351	A 5	No	Wis 1910W	2F	R	7.16	45.0	8¼x3x½	T
33	International	C1	⅛	390	113	125	4400	2220	B5.25/18	B5.25/18	Own HD	6-3⅛x4½	Own D	U 3	No	Own HDR-55	SF	H	4.18	12.8	5¼x2¼x⅛	T
34		M2	1	850	118	118	7100	3215	B6.50/20	B6.50/20	Wau XAH	4-3½x4½	Own H4A	U 4	No	Own 713	SF	H	6.17	39.5	6x2¾x¼	T
35		(8)A2	1½	575	136	160	8000	2930	B6.00/20	B6.00/20	Wau XAH	4-3½x4½	Own H4A	U 4	No	Own 708	SF	H	5.29	33.8	5½x2½x⅛	T
36		B3	1½	695	136	175	10100	3530	P30x5	P32x6	Own FAB-2	6-3½x4	Own H4A	U 4	No	Own 720	SF	H	6.17	39.5	7x2¾x⅜	T
♦ 37		C-20	1½	650	133	157	8300	3089	B6.00/20	B6.00/20	Wau XAH	4-3½x4½	Own H4A	U 4	No	Own 708	SF	H	5.29	33.8	7x2¾x⅜	T
♦ 38		C-30	1½	650	133	157	10125	3210	P30x5	P32x6	Own HD	6-3⅛x4½	Own H4A	U 4	No	Own 720	SF	H	6.17	39.5	7x2¾x⅜	T
♦ 39		C35	1½–2	795	136	160	10400	3629	P30x5	P32x6	Own FAB3	6-3⅛x4	Own H4A	U 4	No	Own 720	SF	H	6.17	39.5	7x2¾x⅜	T
40		B4	2	1045	145	185	13000	4230	B6 50/20	DB6.50/20	Own FAB-3	6-3⅛x4	Own H4A	U 4	No	Own 750	SF	H	6.50	41.6	8x3¼x⅜	T
41		A4	2	1625	145	185	16500	5706	P32x6	DP32x6	Own FBB	6-3⅝x4½	Own H5	U 5	Op	Own 902	SF	H	6.50	47.8	7x3¾x¼	T
♦ 42		C40	2–3	1145	145	185	13000	4386	B6.50/20	DB6.50/20	Own FAB3	6-3⅛x4	Own F5	U 5	Op	Own 750	SF	H	6.5	41.6	8x3¾x⅜	T
43		A5	3	2100	140	210	19100	6238	P34x7	DP34x7	Own FBB	6-3⅝x4½	Own H5	U 5	Op	Own 1002	SF	H	7.16	52.6	8x3¾x¼	T
44		A6	3	2450	140	210	21600	6526	P34x7	DP34x7	Own FBB	6-3⅝x4½	Own H5	U 5	Op	Own 2612	2F	H	8.50	62.5	8¼x3¾x⅛	T
45		C50	3–4	1795	145	185	16100	5550	P32x6	DP32x6	Own FBB	6-3⅝x4½	Own H5	U 5	Op	Own 904	SF	H	6.5	41.3	8x3¾x¼	T
46		W2	3½	3300	130	200	24000	8250	P36x8	DP36x8	HS 151	4-4½x5½	Own H6	U 5	Op	Own 1200	2F	H	8.40	74.2	7x3x¼	T
♦ 47		C55	3½–4½	2450	140	210	21500	6606	P34x7	DP34x7	Own FBB3	6-3¾x4½	Own H5	U 5	Op	Own 1005	SF	H	7.2	52.9	8½x3¾x⅛	T
♦ 48		C60	4–5	2575	140	210	21500	6685	P34x7	DP34x7	Own FBB3	6-3¾x4½	Own H5	U 5	Op	Own 1154	2F	H	8.5	62.5	8½x3¾x⅛	T
49		A7	5–7½	6200	160	225	37000	11590	DB9.75/20	DB9.75/20	Own FDB	6-4½x5½	Own H7	U 5	Op	Own 1301	2F	H	6.38	57.3	12½x3½x3½	T
50		A8	7½	6300	160	225	37000	11590	B9.75/20	DB9.75/20	Own FEB	6-5x3½	Own H7	U 5	Op	Own 1301	2F	H	6.38	57.3	12½x3½x3½	T
51	Kenworth	87	1½–2	1245	146	170	11200	3900	B6.50/20	DB6.50/20	Her JXB	6-3⅝x4¼	BL 234	U 4	...	Tim 53200H	SF	H	5.14	33.1	8x3x¼	T
52		88	2	1480	146	200	13400	4400	P32x6	DP32x6	Her JXC	6-3¾x4¼	BL 234	U 4	Op	Tim 54300H	SF	H	5.83	37.4	8x3x¼	T
53		101B	2–2½	2050	146	200	13400	4700	B7.50/20	DB7.50/20	Bud H298	6-3¾x4½	BL 234	U 4	Op	Tim 54300H	SF	H	5.83	37.4	8x3x¼	T
54		89	2½	1670	146	200	15000	4600	B7.50/20	DB7.50/20	Her JXC	6-3¾x4¼	BL 234	U 4	Op	Tim 56200H	SF	H	6.16	39.5	8x3x¼	T
55		127	2½–3	2600	154	202	16300	5490	B8.25/20	DB8.25/20	Her WXC	6-4x4½	BL 3341	U 4	Op	Tim 56200H	SF	H	6.16	40.7	8x3x¼	T
56		90	3	1820	146	200	18200	5500	B7.50/20	DB7.50/20	Her JXC	6-3¾x4¼	BL 234	U 4	Op	Tim 58205H	SF	H	6.83	43.8	8x3x¼	T
57		146B	3–4	3300	158	206	19500	5960	B9.00/20	DB9.00/20	Bud K393	6-4¼x4¾	BL 3341	U 4	Op	Tim 58205H	SF	H	6.83	43.4	8x3x¼	T
58		D146B	3–4	5770	158	206	19500	7500	B9.00/20	DB9.00/20	Bud D6-415	6-4x5½	BL 5341	U 4	Op	Tim 58206H	FS	H	6.83	43.8	8x3x¼	T
59		D-146–C	3–4	6250	158	206	19500	7600	B9.00/20	DB9.00/20	Cum HA–4	4-4¼x6	BL 5341	U 4	Op	Tim6206TW	SF	H	6.83	43.8	8x3x¼	T
60		166B	3½–4	3850	156	204	20700	6890	±9.00/20	DB9.00/20	Bud K393	6-4¼x4¾	BL 3341	U 4	Op	Tim 58205H	SF	H	6.83	43.4	7x3x1¼	T
61		166A	3½–4	4330	156	204	20700	6890	B9.00/20	DB9.00/20	Has 147	6-4x5	BL 3341	U 4	Op	Tim 58205H	SF	H	6.83	43.4	7x9x3x¼	T
62		186	4–5	4675	155	221	25600	7710	B9.75/20	DB9.75/20	Her YXC2	6-4½x4¾	BL 5341	U 4	A 3	Tim 75720H	2F	H	7.33	105.	7x9x3x¼	T
63		241	5–7	5450	169	221	27800	9000	B9.75/20	DB9.75/20	Her RXB	6-4½x5½	BL 7341	U 4	A 3	Tim 76720W	2F	H	7.33	85.5	7x9x3x¼	T
64		241A	5–7	6500	169	228	27800	9500	B9.75/20	DB9.75/20	Has 160	6-4¼x5½	BL 7341	U 4	A 3	Tim 76720W	2F	H	7.33	85.5	8x3x⅜	C
65		241B	5–7	6150	174	228	27800	9500	B9.75/20	DB9.75/20	Bud GL-6	6-4½x6	BL 7341	U 4	A 3	Tim 76720W	2F	H	7.33	85.5	8x3x⅜	C
66		241C	5–7	7200	174	228	27800	10000	B9.75/20	DB9.75/20	Has 175	6-5x6	BL 7341	U 4	A 3	Tim 76720W	2F	H	6.38	86.5	8x3x⅜	C
67	Kleiber	80	1½–2½	1900	140	160	11200	3950	B7.00/20	DB7.00/20	Her JXB	6-3½x4¼	BL 2241	U 4	No	Tim 53200H	BF	H	5.14	34.0	5⅝x3¼x¼	C
68		100	2–3½	2100	158	170	13400	4400	B7.50/20	DB7.50/20	Her JXB	6-3½x4¼	BL 3241	U 4	No	Tim 54200H	BF	H	5.81	38.7	7½x3¼x¼	T
69		120	2½–4½	2900	170	180	16300	5150	B8.25/20	DB8.25/20	Con E601	6-3¾x4½	BL 3241	U 4	No	Tim 56200H	BF	H	6.17	33.4	7½x3¼x¼	T
♦ 70		140	3–5½	3550	133	157	20700	6560	B8.25/20	DB8.25/20	Con 21R	6-4¼x4¾	BL 5241	U 4	No	Tim 58200H	BF	H	6.83	43.4	7½x3¼x¼	C
♦ 71		210	4–6	4875	190	200	22000	7600	B9.75/20	DB9.00/20	Con 21R	6-4¾x4¾	BL 5241	U 4	No	EatDR2613H	2F	R	7.25	42.0	7½x3¼x¼	C
72		KDB-6	4	5750	190	200	22000	8000	B9.00/20	DB9.00/20	Cum H Die.	4-4½x6	BL 5351	U 4	No	EatDR 2613W	2F	R	5.5	70.	7½x3¼x¼	C
73		KD6	6	9200	206	210	26000	9500	B9.75/20	DB9.75/20	Cum.6HDie	6-4½x6	BL 714	U 4	A 4	Eat 6504 1W	2F	R	5.5	91.0	8½x3½x⅛	C
♦ 74	La France Rep.	C2	2	***	162	190	11500	3960	B6.50/20	DB6.50/20	Lyc SA	6-3¼x4½	WG T9	U 4	No	Tim 53200H	SF	H	6.6	42.2	5⅞x2x⅜	C
♦ 75		D3	2½–3	***	162	189	13400	4660	B7.00/20	DB7.00/20	Wau 6BK	6-3¾x4¼	Own	U 4	No	Tim 54300H	SF	R	6.8	44.2	7x3x¼	P
♦ 76		E3	3–4	***	162	190	17000	5410	B7.50/20	DB7.50/20	Wau 6BK	6-3¾x4¼	Own	U 4	No	Tim 56200H	SF	R	8.16	47.0	7x3x¼	P
♦ 77		F3	3½–4½	***	174	235	21000	6990	B8.25/20	DB8.25/20	Wau 6MK	6-4⅛x4¾	Own	U 5	No	Tim 58205H	SF	R	7.8	54.6	8x3x¼	P
♦ 78		H5	4–5	***	176	206	22000	7740	B9.00/20	DB9.00/20	Wau 6MZ	6-4¼x4¾	Own	U 5	No	Wis 72000L	2F	R	8.4	58.8	8x3x¼	P
♦ 79		M3	6–7	***	191	235	30000	8690	B9.75/20	DB9.75/20	Wau 6SCL	6-4¾x5½	Own	U 4	Op	Tim 76733H	2F	R	9.2	61.3	9x3½x⅜	P
♦ 80	Le Moon	206	2	975	140	178	13200	3600	B6.50/20	B6.50/20	Wau 6BL	6-3½x4¼	WG T9	U 4	No	Tim 53300H	SF	H	Opt	Opt	6x3x⅜	TFC
♦ 81		306	2½–3½	1085	163	190	15000	4200	B6.50/20	DB6.50/20	Wau 6BL	6-3½x4¼	WG T9	U 4	No	Tim 54410H	SF	H	Opt	Opt	6½x3¾x¼	TFC
♦ 82		406	3–4	1900	163	190	17000	5000	B7.50/20	DB7.50/20	Wau 6BK	6-3¾x4¼	BL 234	U 4	No	Tim 56200H	SF	H	7.40	47.4	6½x3¾x42	P
♦ 83		506	4–5	2350	163	190	19500	6000	B8.25/20	DB8.25/20	Wau 6MK	6-4½x4¾	BL 3341	U 4	No	Tim 58200H	SF	H	6.14	38.7	9x4x¼	TFC
♦ 84		508	4–5	2500	163	190	19500	6000	B8.25/20	DB8.25/20	Wau 6-110	6-4x4¾	BL 3341	U 4	No	Tim 58200H	SF	H	6.14	38.7	9x4x¼	TFC
♦ 85		610	5–6	3250	163	190	24000	7000	B9.00/20	DB9.00/20	Wau 6-125	6-4¾x5½	BL 5351	U 5	No	Tim 65720H	WF	H	Opt	Opt	9x4x¼	C
♦ 86		(c.o.e.) 1100	Tractor	6500	94	145	.....	9300	B9.75/20	DB9.75/20	Wau 6RB	6-5x5¾	BL 7341	U 4	No	Tim 66725W	WF	H	Opt	Opt	9x4x¼	C
87	Mack	BL	1–2	2500	138	192	.....	4300	B6.00/20	DB6.00/20	Own BL	6-3¼x5	Own BG	U 4	No	Tim 52050	SF	H	5.20	27.6	7x3x⅜	T
88		BG	1½–3	3000	138	192	.....	5200	P32x6	DP32x6	Own BG	6-3⅝x5	Own BG	U 4	No	Own BG	SF	H	5.44	26.8	7x3x⅜	T
89		BF	2–3½	3750	156	216	.....	6700	B8.25/20	DB8.25/20	Own BG	6-3⅝x5	Own AB	U 4	No	Own BG	SF	H	6.12	29.7	7⅞x3x⅜	T
90		BF	2½–4	4000	156	216	.....	7000	B8.25/20	DB8.25/20	Own BG	6-3⅝x5	Own AB	U 4	No	Own AB	2F	H	7.01	33.9	7⅞x3x⅜	T
91		AB	3–5	4000	156	210	.....	6900	P34x7	DP34x7	Own AB	6-4¼x5	Own AB	U 4	No	Own AB	CD	R	7.72	37.4	8½x3x⅜	T
92		AB	3–5	4200	156	210	.....	7300	P34x7	DP34x7	Own AB	6-4¼x5	Own AB	U 4	No	Own AB	2F	H	7.54	36.6	8½x3x⅜	T
93		BM	3–5	4700	157	211	.....	7900	B9.00/20	DB9.00/20	Own CE	6-4x5½	Own BX	U 5	No	Own AB	2F	H	5.05	49.4	8½x3x¼	T
94		(c.o.e.-15) CH	3½–5½	5200	132	186	.....	8500	B9.00/20	DB9.00/20	Own CE	6-4x5½	Own BX	U 4	No	Own AB	2F	H	7.01	49.4	8½x3x¼	T
95		BX	4–6	5750	171	225	.....	9400	B9.75/22	DB9.75/22	Own CF	6-4¼x5½	Own BX	U 5	No	Own BX	CD	R	5.67	55.2	9½x3x¼	T
96		BX	4–6	5600	171	225	.....	9300	B9.75/22	DB9.75/22	Own CF	6-4¼x5½	Own BX	U 5	No	Own AB	2F	H	5.05	49.4	9½x3x¼	T
97		(c.o.e.-15) CJ	4½–7	6100	132	186	.....	9700	B9.75/22	DB9.75/22	Own CF	6-4¼x5½	Own BX	U 4	No	Own BX	2F	H	7.54	53.1	9½x3x¼	T
♦ 98		BQ	6–8	6800	176	230	.....	10800	B10.50/22	DB10.50/22	Own BQ	6-4¾x5¾	Own BQ	A 4	No	Own AK	2F	H	7.43	47.7	10½x3x¼	T
99		AK	5–7½	5250	162	228	.....	9500	B10.50/24	DB10.50/24	Own AC	4-5x6	Own AK	A 4	No	Own AK	2F	H	7.43	47.7	8⅝x3x⅜	T
100		AK	6–8	6450	174	240	.....	10900	B10.50/22	DB10.50/22	Own BQ	6-4¾x5¾	Own AK	A 4	No	Own AK	2F	H	7.43	47.7	8⅝x3x⅜	T
♦101		BX-S	7½	6250	207	225	.....	10000	B9.75/24	DB9.75/24	Own CF	6-4¼x5½	Own BX	U 4	No	Own BX	2F	H	7.54	53.1	9½x3x¼	T
♦102		AC	7–9	6750	174	228	.....	12000	S36x8	DS40x8	Own AC	4-5x6	Own AC	J 4	No	Own AC	CD	R	9.69	62.2	8½x3x⅜	T
♦103		AC	7–9	6800	174	240	.....	12700	B10.50/24	DB10.50/24	Own BQ	6-4¾x5¾	Own AC	J 4	No	Own AC	CD	R	8.4	53.9	8⅝x3x⅜	T
104		AP	7½–10	8500	191	216	.....	13000	S36x7	DS40x8	Own AP	6-5x6	Own AC	J 4	No	Own AC	CD	R	8.31	53.3	8⅝x3x⅜	T
105	Menominee	A-15	1½	1485	144	160	8750	3750	B7.00/20	B7.00/20	Wau TL	6-3⅜x4¾	Fu MKU10	U 4	No	Cla B373	SF	R	5.00	31.7	5⅝x3¼x¼	C
106		DX-6	2½	2850	156	175	13760	5760	B7.50/20	B7.50/20	Wau 6-90	6-3⅜x4¾	BL 234	U 4	No	Wis 6617	2F	R	5.83	37.3	6x2¼x⅜	C
107		DN-6	3	3275	156	175	15200	6200	B8.25/20	DB8.25 20	Wau MK	6-4½x4¾	BL 524	U 4	No	Wis 8817	2F	R	6.72	48.9	6x2¼x⅜	C
108		A30	3	3275	165	185	15035	7035	B8.25/20	DB8.25/20	Wau MK	6-4½x4¾	BL 528	U 8	No	Tim 58206H	SF	R	7.8	90. 8	8x3x¼	P
109		N-6	3½	3715	165	185	16800	6800	B8.25/20	DB8.25/20	Wau 6-110	6-4x4¾	BL 524	U 4	No	Wis 8817	2F	R	7.93	57.7	8x2½x¼	P
110		JX-6	5	4650	175	190	20200	7200	B9.00/20	DB9.00/20	Wau 6-125	6-4½x5½	BL 724	U 4	No	Wis 1458	2F	R	9.12	64.4	10x2⅜x¼	P
111		6W-8	8	5800	185	200	28600	11000	B8.25/20	DB8.25/20	Wau 6-125	6-4½x5½	BL 724	U 4	No	Wis 8D210	2F	R	8.50	60.1	10x2⅜x¼	P
112	Moreland	R11H	2	1445	155	179	11500	4200	B6.50/20	DB6.50/20	Her JXC	6-3¾x4¼	BL 224	U 4	No	Tim 53300	SF	H	5.66	35.	7⅛x2⅝x⅛	T
113		(17) R13H	2½	1570	155	179	13500	4700	P32x6	DP32x6	Her JXC	6-3¾x4¼	BL 224	U 4	No	Tim 54300	SF	H	5.83	36.	7⅛x2⅝x⅛	T
114		R16H	3½	1725	155	179	16000	5300	B7.50/20	DB7.50/20	Her JXC	6-3¾x4¼	BL 224	U 4	No	Tim 56200	SF	H	6.17	38.	7⅛x2⅝x⅛	T
115		E16H	4	2775	179	210	16500	6000	B8.25/20	DB8.25/20	Her WXC3	6-4¼x4½	BL 3241	U 4	No	Tim 56200	SF	H	6.17	43.	9⅛x3½x⅛	T
116		E22H	5	2995	179	210	22000	6550	B9.00/20	DB9.00/20	Her WXC3	6-4¼x4½	BL 3241	U 4	No	Tim 58200	SF	H	6.14	43.	9⅛x3½x⅛	T
117		E25H	6	3250	179	210	25000	7050	B9.75/20	DB9.75/20	Her WXC3	6-4¼x4½	BL 5241	U 4	No	Tim 65720	WF	H	7.25	51.	9⅛x3½x⅛	T
118		H30H	6	4625	196	220	30000	9000	B9.75/20	DB9.75/20	Her RXB	6-4½x5¼	BL 5241	U 4	No	Tim 66720	WF	R	8.20	59.	9½x3⅜x⅜	T

♦—Denotes new model or change in specifications.

Line Number	ENGINE DETAILS: Displacement	Comp. Ratio	Torque lb. ft.	N.A.C.C. Rated H.P.	Max. Brake H.P. at R.P.M. Given	Valve Argmt.	Camshaft Drive	Piston Material	MAIN BEARINGS: Number and Diameter	MAIN BEARINGS: Length	Oiling System Type	Governor Make	FUEL SYST.: Carburetor Make	FUEL SYST.: Fuel Feed	ELECTRICAL: Ignition System Make	ELECTRICAL: Generator, Starter Make	Clutch Type and Make	Radiator Make	Universals Make	FRONT AXLE: Make and Model	Steering Gear Make	BRAKES: SERVICE: Make	BRAKES: SERVICE: Location	BRAKES: SERVICE: Type Operat'n	BRAKES: SERVICE: Lining Area	BRAKES: SERVICE: Drum Material	BRAKES: Hand Location Type	BODY MOUNTING DATA: Cab to Rear of Frame	BODY MOUNTING DATA: Cab to Rear Axle	BODY MOUNTING DATA: Width of Frame	SPRINGS: Front	SPRINGS: Rear	SPRINGS: Auxiliary Type
1	358	4.6	254	38.4	110–2800	F	G	C	7–2⅝	12¼	PC	Wa	Zen	M	DR	DR	D.Fu	Ch	Spi	Tim 35000H	Ros	L4IHV	717	a	TD	Opt	Opt	34	43x3½	53x3½	N
2	462	4.6	324	45.9	125–2600	F	G	C	7–3	13⅜	PC	Wa	Zen	M	DR	DR	D.Fu	Ch	Spi	Tim 27450	Ros	L4IHV	717	a	TD	Opt	Opt	34	43x3½	66x4	N
3	245	5.4	162	29.4	72–3000	L	G	C	7–2¼	10¼	FP	No	Zen	M	DR	DR	P.BB	Ch	Spi	Cla F308	Ros	L4IH	244	G	T	108¼	69¼	31½	34x2½	48x3	½
4	245	5.4	162	29.4	72–3000	L	G	C	7–2¼	10¼	FP	No	Zen	M	DR	DR	P.BB	Ch	Spi	Cla F308	Ros	L4IH	272	G	T	79	51¼	31½	34x2½	48x3	½
5	245	5.4	162	29.4	72–3000	L	G	C	7–2¼	10¼	FP	No	Zen	M	DR	DR	P.BB	Ch	Spi	Cla F308	Ros	L4IH	272	G	T	89	61	31½	34x2½	48x3	½
6	282	5.4	188	33.8	85–3000	L	G	C	7–2¼	10¼	FP	No	Zen	M	DR	DR	P.BB	Ch	Spi	Cla F308	Ros	L4IH	311	G	T	108¼	69¼	31½	34x2½	48x3	½
7	282	5.4	188	33.8	85–3000	L	G	C	7–2¼	10¼	FP	No	Zen	M	DR	DR	P.BB	Ch	Spi	Cla F308	Ros	L4IH	342	G	T	79	51¼	31½	34x2½	48x3	½
8	282	5.4	188	33.8	85–3000	L	G	C	7–2¼	10¼	FP	No	Zen	M	DR	DR	P.BB	Ch	Spi	Cla F308	Ros	L4IH	342	G	T	89	61	31½	34x2½	48x3	½
9	298	5.3	200	33.7	80–2800	L	C	C	7–3	9⅞	FP	Pe	Zen	M	AL	DR	P.BB	Yo	Blo	Cla F318	Ros	L4IH	348	p	CD	81	61	31½	41x2½	54⅞x3	½
10	298	5.3	200	33.7	80–2800	L	C	C	7–3	9⅞	FP	No	Zen	M	AL	DR	P.Spi	Ch	Blo	Cla F318	Ros	L4IH	348	G	CD	133	85	31½	34x2½	48x3	½
11	298	5.3	200	33.7	80–2800	L	C	C	7–3	9⅞	FP	No	Zen	M	AL	DR	P.Spi	Ch	Blo	Cla F318	Ros	L4IH	348	G	CD	89	61	31½	34x2½	48x3	½
12	428	4.8	280	45.9	107–2600	L	G	B	7–3	11⅛	FP	Pe	Zen	M	AL	DR	D.Fu	Yo	Blo	Shu 632-5	Ros	L4IH	620	pG	CD	115	72½	31½	41⅞x2½	54⅞x3	½
13	369	4.8	234	39.6	99–2800	L	G	B	7–3	11½	FP	No	Zen	M	AL	DR	D.Fu	Ch	Blo	Cla F318	Ros	L4IH	380	G	CD	133	85	31½	41x2½	54⅞x3	½
14	369	4.8	234	39.6	99–2800	L	G	B	7–3	11½	FP	No	Zen	M	AL	DR	D.Fu	Ch	Blo	Cla F318	Ros	L4IH	380	G	CD	90	62	31½	41x2½	54⅞x3	½
15	428	4.8	280	45.9	107–2600	L	G	B	7–3	11½	FP	No	Zen	M	AL	DR	D.Fu	Ch	Blo	Shu 632	Ros	L4IH	532	pG	CD	133	85	31½	41⅞x2½	48x3	½
16	428	4.8	280	45.9	107–2600	L	G	B	7–3	11½	FP	No	Zen	M	AL	DR	D.Fu	Ch	Blo	Shu 632	Ros	L4IH	620	pG	CD	90	62	31½	41⅞x2½	48x3	½
17	369	4.8	234	39.6	99–2800	L	G	B	7–3	11½	FP	Pe	Zen	M	DR	DR	D.Fu	Yo	Blo	Shu 610-103	Ros	W2IM	326	G	TD	88¾	65	34½	41⅞x2½	48x3	½
18	428	4.8	280	45.9	107–2600	L	G	B	7–3	11½	FP	Pe	Zen	M	DR	DR	D.Fu	Yo	Blo	Shu 610-103	Ros	W2IM	405	G	TD	94½	70¾	34	41⅞x2½	48x3	½
19	428	4.8	280	45.9	107–2600	L	G	B	7–3	11½	FP	Pe	Zen	M	DR	DR	D.Fu	Yo	Blo	Shu 610-103	Ros	W2IM	360	G	TD	110¼	86½	35	41⅞x2½	48x3	½
20	525	4.8	336	48.6	111–2200	L	G	B	7–3	11½	FP	Pe	Zen	M	AL	DR	D.Fu	Yo	Blo	Shu 633-11	Ros	41A	556	pG	CD	96½	64	31½	41⅞x2½	48x3	½
21	525	4.8	336	48.6	111–2200	L	G	B	7–3	11½	FP	Pe	Zen	M	DR	DR	D.Fu	Yo	Blo	Shu 610-103	Ros	W2IM	360	G	TD	119	86½	35	41⅞x2½	48x3	½
22	228	4.7	142	27.3	59–2800	L	G	C	7–2½	10¼	PC	Op	Str	M	AL	AL	P.BL	Yo	Spi	Tim 30020H	Ros	L4IH	249	G	TX	92	56	34	37x2¼	54x2¼	N
23	282	5.3	176	33.7	73–2800	L	G	A	7–2½	10¼	PC	Op	Str	M	AL	AL	P.BL	Yo	Spi	Tim 31020	Ros	L4IH	356	G	TX	92	56	34	37x2¼	54x2¼	N
24	282	5.3	176	33.7	73–2800	L	G	A	7–2½	10¼	PC	Op	Str	M	AL	AL	P.BL	Yo	Spi	Tim 31020	Ros	L4IH	356	G	TX	92	56	34	37x2¼	54x2½	½
25	339	4.7	210	38.4	76–2400	L	G	A	7–2⅝	13¼	PC	Opt	Str	M	AL	AL	P.BL	Yo	Spi	Shu 5572	Ros	L4IH	380	G	TX	108	69¼	34	39½x2½	54x3	½
26	339	4.7	210	38.4	76–2400	L	G	A	7–2⅝	13¼	PC	Opt	Str	M	AL	AL	P.BL	Yo	Spi	Shu 5572	Ros	L4IHV	380	G	CD	108	69¼	34	39½x2½	54x3	½
27	428	4.4	283	45.9	94–2200	L	G	A	7–3	14	PC	Ha	Str	M	AL	AL	P.BL	Yo	Spi	Shu 15582B	Ros	L4IHV	398	G	CD	142	83	34½	40x2½	54x3	½
28	428	4.4	283	45.9	94–2200	L	G	A	7–3	14	PC	Ha	Str	M	AL	AL	P.BL	Yo	Spi	Shu 15582	Ros	L4IHV	398	G	CD	142	83	34½	40x2½	54x3	½
29	428	4.4	283	45.9	94–2200	L	G	A	7–3	14	PC	Ha	Str	M	AL	AL	P.BL	Yo	Spi	Shu 15582	Ros	L4IHV	398	G	CD	142	83	34¼	40x2½	54x3	½
30	501	4.9	330	48.6	110–2200	L	G	A	7–3	12½	PC	Ha	Str	M	AL	AL	P.BL	Yo	Spi	Shu 15592B	Ros	L4IHV	546	G	CD	142	83	34½	40x2½	54x3	½
31	529	4.9	350	51.3	115–2200	L	G	A	7–3	12½	PC	Ha	Str	M	AL	AL	P.BL	Yo	Spi	Shu 15592B	Ros	L4IHV	546	G	CD	142	83	34¼	40x2½	54x3	½
32	762	17.	420	57.0	125–1800	H	G	N	7–3½	17½	CC	FN	No	M	CI	LN	dp.BL	Yo	Spi	Shu 1633W	Ros	Ws4IA	560	G	CD	144	90	34	40x3	54x3	½
33	213	5.0	148	26.3	79–3500	L	C	C	4–2¼	6⅜	CC	NS	Til	M	DR	DR	P.Ow	Mo	MM	Own HDF-50	Ros	B4IM	156	C	4I	55⅜	29¼	.	36¼x1¾	51x1¾	N
34	186	4.6	125	21.	42–2500	L	G	C	3–2	6⅞	FP	NS	Zen	M	DR	DR	dp Lo	Mo	MM	Own 101	Ros	B4IM	217	C	TE	.	.	32½	40x2	46x2½	½
35	186	4.6	125	21.	42–2500	L	G	C	3–2	6⅞	FP	NS	Zen	M	DR	DR	P.Ow	Mo	MM	Own 101	Ros	B4IM	217	C	2I	93⅜	53⅜	32	40x2	46x2½	O
36	207	5.5	144	26.3	73–3400	H	G	C	4–2⅜	5⅜	FP	NS	Til	M	DR	DR	P.Ow	Mo	MM	Own 108	Ros	B4IM	277	C	2I	93⅜	53⅜	32	40x2	46x2½	½
37	186	4.6	125	21.	42–2500	L	G	C	3–2	6⅞	FP	NS	Zen	M	DR	DR	P.Ow	Mo	MM	Own 101	Ros	B4IM	217	C	2I	94½	52⅜	32	40x2	46x2½	O
38	213	5.0	148	26.3	79–3500	L	C	C	4–2½	6⅜	CC	NS	Til	M	DR	DR	P.Ow	Mo	MM	Own 103	Ros	B4IM	277	C	2I	94½	52⅜	32	40x2	46x2½	O
39	223	5.4	160	28.3	78–3400	H	G	C	4–2⅜	5⅜	FP	NS	Til	M	DR	DR	P.Ow	Mo	MM	Own 108	Ros	B4IM	271	C	2I	94½	52⅜	32	40x2	46x2½	½
40	223	5.4	160	28.3	78–3400	H	G	C	4–2⅜	5⅜	FP	NS	Til	M	DR	DR	P.Ow	Mo	MM	Own 108	Ros	B4IM	291	C	TX	102⅜	62⅜	34	40x2	54x3	½
41	279	4.7	191	31.6	83–2900	H	G	C	7–2½	12⅜	FP	Ha	Zen	M	DR	DR	P.Ow	Mo	MM	Own 251	Ros	B4IM	353	C	TX	104	61½	34½	42x3	54x3	½
42	223	5.4	160	28.3	78–3400	H	G	C	4–2⅜	5⅜	FP	NS	Til	M	DR	DR	P.Ow	Mo	MM	Own 108	Ros	B4IM	302	C	TX	101⅜	61⅜	34	40x2	54x3	½
43	279	4.7	191	31.6	83–2900	H	G	C	7–2½	12⅜	FP	Ha	Zen	M	DR	DR	P.Ow	Mo	MM	Own 300	Ros	B4IM	464	C	TX	99	56½	34½	42x3	56x3	½
44	279	4.7	191	31.6	83–2900	H	G	C	7–2½	12⅜	FP	Ha	Zen	M	DR	DR	P.Ow	Mo	MM	Own 300	Ros	B4IM	464	C	TX	99	56½	34½	42x3	56x3	½
45	279	4.7	191	31.6	83–2900	H	G	C	7–2½	12⅜	FP	Ha	Zen	M	DR	DR	P.Ow	Mo	MM	Own 251	Ros	B4IM	359	C	TX	102¼	59¼	34½	42x3	54x3	½
46	312	4.0	201	32.4	63–2200	H	G	A	3–2¾	8⅜	CC	HS	Zen	V	DR	DR	P.Ow	Mo	Own	Own 400	Own	B04IM	714	G	2I	88½	55¼	34	41½x3	56x3½	½
47	298	5.7	214	33.7	90–2800	H	G	A	7–2½	12⅜	FP	Ha	Zen	M	DR	DR	P.Ow	Mo	MM	Own 300	Ros	B4IM	476	C	TX	97¼	54¾	34¼	42x3	56x3	½
48	298	5.7	214	33.7	90–2800	H	G	A	7–2½	12⅜	FP	Ha	Zen	M	DR	DR	P.Ow	Mo	MM	Own 300	Ros	B4IM	476	C	TX	97¼	54¾	34¼	42x3	56x3	½
49	525	4.5	358	48.6	123–2200	H	G	C	7–3¼	17⅜	FP	Ha	Zen	M	DR	DR	P.Ow	Mo	MM	Own 503	Ros	B04IMV	714	C	TD	106	72	34	48x3	56x3	½
50	648	4.4	460	60.	140–2100	H	G	C	7–3¼	17⅜	FP	Ha	Zen	M	DR	DR	P.Ow	Mo	MM	Own 503	Ros	B04IMV	714	C	TD	106	72	34	48x3	56x3	½
51	263	4.7	163	31.5	68–2700	L	G	A	7–2½	10⅜	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 30000H	Ros	L4IH	249	a	TX	108	60	31½	38x2¼	52x2½	N
52	282	4.7	176	33.7	73–2700	L	G	A	7–2½	10⅜	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 31000H	Ros	L4IH	335	a	TX	108	60	31½	38x2¼	52x2½	N
53	298	4.7	200	33.7	80–2800	L	G	C	7–3	9¾	CC	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 31000H	Ros	L4IH	335	a	FD	108	60	31½	38x2½	52x3	½
54	282	4.7	176	33.7	73–2700	L	G	A	7–2½	10⅜	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 31000H	Ros	L4IH	335	a	TX	108	60	31½	38x2¼	52x2½	½
55	339	4.4	212	38.4	76–2400	L	G	A	7–2⅝	13¼	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 33000H	Ros	L4IH	335	a	FD	110	72	31½	40x2½	52x3	½
56	282	4.7	176	33.7	73–2700	L	G	A	7–2½	10⅜	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 31000H	Ros	L4IHV	394	a	TX	108	60	31½	38x2¼	52x3	½
57	393	4.9	260	42.1	103–2600	L	G	C	7–3	11½	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 33000H	Ros	L4IHV	394	a	FD	120	72	31½	40x2¼	52x3	½
58	415	14.3	264	38.4	93–2000	H	G	AI	7–3	11½	FP	Bu	No	B	No	LN	P.BL	Pe	Spi	Tim33000TW	Ros	Ws4IA	455	a	FD	120	72	31½	38x2¼	52x3	½
59	448	17.	283	38.0	83–1800	H	G	AI	5–3¼	11½	FP	En	No	C	No	LN	P.BL	Pe	Spi	Tim 35100H	Ros	L4IHV	455	a	FD	120	72	33¼	42x2½	56x3½	½
60	393	4.9	260	42.1	103–2600	L	G	C	7–3	11½	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 35100H	Ros	L4IHV	455	a	FD	120	72	33¼	42x2½	56x3½	½
61	377	4.9	258	38.4	92–2300	H	C	A	4–2¼	11¾	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 35100H	Ros	L4IHV	455	a	FD	120	72	33¼	42x2½	56x3½	½
62	453	4.8	300	48.6	98–2200	L	G	A	7–3	14	CC	Ha	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 35100H	Ros	L4IHV	602	a	FD	110	72	33¼	42x2½	56x3½	½
63	501	4.9	330	48.6	110–2200	H	G	A	7–3	12½	CC	Ha	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 36020N	Ros	Ws2ImV	407	a	FD	132	84	33¾	42x3	56x4	½
64	468	4.4	322	43.3	125–2400	H	C	A	4–2¾	10¾	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 36020N	Ros	Ws2ImV	407	a	FD	132	84	33¾	42x3	56x4	½
65	572	4.3	358	48.6	114–1900	L	G	C	4–3	10⅞	CC	Bu	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 36020N	Ros	Ws2ImV	407	a	FD	132	84	33¾	42x3	56x4	½
66	707	4.4	506	60.0	170–2000	H	C	A	7–3¼	11⅞	FP	HS	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 36020N	Ros	Ws2ImV	407	a	FD	132	84	33¾	42x3	56x4	½
67	263	5.4	164	31.5	68–2800	L	G	C	7–2½	10⅜	PC	No	Str	M	DR	DR	P.BL	Ow	Spi	Tim 30000H	Ros	L4IH	308	G	TD	132	74	34	38x2¼	52x2½	½
68	263	5.4	164	31.5	70–3000	L	G	C	7–2½	10⅜	PC	No	Str	M	DR	DR	P.BL	Ow	Spi	Tim 31000H	Ros	L4IH	354	G	TD	144	82	34	38x2¼	52x2½	½
69	318	4.6	204	36.0	80–2700	L	G	C	7–2¾	12⅜	PC	No	Str	M	DR	DR	D.BL	Ow	Spi	Tim 31000H	Ros	L4IHV	452	G	TD	156	96	34	38x2½	52x3	½
70	339	4.2	212	38.4	90–2700	H	C	C	7–2¾	13⅜	FP	No	Str	M	DR	DR	D.BL	Ow	Spi	Tim 33020H	Ros	L4IHV	648	G	TD	168	104	34	38x2½	52x3	½
71	427	4.2	270	45.9	118–2500	H	C	C	7–2¾	13⅜	FP	No	Str	M	DR	DR	D.BL	Ow	Spi	Tim 35020H	Ros	L4IHV	676	G	FD	170	108	34	44x2½	52x3	½
72	448	17.	280	38.0	83–1800	H	C	N	5–3¼	12	P	En	No	M	LN	LN	D.BL	Ow	Spi	Tim 35120W	Ros	Ws4IA	676	G	FD	170	108	34	44x2½	52x3	½
73	672	17.	420	57.0	125–1800	H	G	N	7–3¼	16½	P	En	No	M	LN	LN	D.BL	Ow	Spi	Tim 26450W	Ros	Ws4IA	848	G	FD	180	130	38	44x2½	52x3	½
74	224	5.3	148	25.3	61–2500	L	G	C	4–2¼	8⅜	PC	No	Zen	M	DR	DR	P.Ow	Pe	Spi	Tim 30000H	Ros	L4IH	269	P	TX	123	79½	32	38x2	52½x2½	½
75	282	5.4	185	33.8	81–2800	L	G	C	7–2½	10¼	CC	En	Zen	M	DR	DR	P.Ow	Pe	Spi	Tim 31000H	Ros	L4IHV	330	a	TX	123	79½	32	38x2	52½x2½	½
76	282	5.4	185	33.8	81–2800	L	G	C	7–2½	10¼	CC	En	Zen	M	DR	DR	P.Ow	Pe	Spi	Tim 31000H	Ros	L4IHV	330	a	TX	123	79½	32	38x2	52½x2½	½
77	381	6.5	240	41.0	83–2250	L	G	C	7–2½	12⅛	CC	En	Zen	M	DR	DR	P.Ow	Pe	Spi	Tim 33000H	Ros	L4IHV	392	a	TX	144	91½	32	39x2½	54¼x3	½
78	404	6.0	252	42.5	82–2000	L	G	C	7–2⅝	12½	CC	En	Zen	M	DR	DR	P.Ow	Pe	Spi	Tim 33000H	Ros	L4IHV	396	a	TX	142	93½	32	38x2½	54¼x3	½
79	462	4.5	300	46.0	97–2000	L	G	C	7–3	13⅜	CC	En	Zen	M	DR	DR	P.Ow	Pe	Spi	Tim 35100H	Ros	L4IHV	486	a	TX	168	107	32	44½x3	60x3½	½
80	245	5.1	165	29.4	73–3000	L	G	A	7–2¼	10¼	FP	No	Str	M	DR	DR	P.BB	Ch	Spi	Tim 30000H	Ros	L4IH	275	C	TX	128	81	34	37½x2¼	50x2¼	½
81	245	5.1	165	29.4	73–3000	L	G	A	7–2¼	10¼	FP	No	Str	M	DR	DR	P.BB	Ch	Spi	Tim 31000H	Ros	L4IHV	330	C	TX	128	81	34	37½x2¼	50x2½	½
82	282	5.1	190	33.8	85–3200	L	G	A	7–2½	10½	FP	No	Str	M	DR	DR	P.BL	Ch	Spi	Tim 33000H	Ros	L4IHV	352	C	TX	128	81	34	37½x2¼	50x2½	½
83	381	4.8	240	40.8	85–2400	L	G	C	7–2½	12½	FP	No	Str	M	DR	DR	P.BL	Ch	Spi	Tim 33000H	Ros	L4IHV	385	C	TD	128	81	34	39x2½	53x3	½
84	358	5.1	254	38.4	110–2800	F	G	A	7–2⅜	12½	FP	Wa	Str	M	DR	DR	P.BL	Ch	Spi	Tim 33000H	Ros	L4IHV	385	C	TD	128	81	34	39x2½	53x3	½
85	462	5.1	324	45.9	125–2600	F	G	A	7–3	13⅜	FP	Wa	Str	M	DR	DR	P.BL	Ch	Spi	Tim 35000H	Ros	L4IHV	462	C	TD	128	81	34	39x2½	53x3	½
86	677	4.6	460	60.	127–2000	L	G	A	4–3½	11¾	FP	Wa	Str	M	My	LN	dp.BL	Ch	Spi	Tim 2604JW	Ros	Ws4IA	876	C	TD	81	49½	34	48x3	54x3½	½
87	248	5.6	153	25.4	72–3000	L	G	C	7–2¼	10⅜	FP	Ha	Str	M	RB	NE	P.Ow	Ow	Spi	Own BL	Own	L4IH	302	P	FX	120	72½	33	40⅞x2½	52¼x2½	N
88	309	5.4	202	31.5	90–3000	L	G	C	7–2⅝	10⅜	FP	Ha	Str	M	RB	NE	P.Ow	Ow	Spi	Own BG	Own	O4IMV	427	a	FX	120	72½	33	42x2½	54x3	½
89	309	5.4	202	31.5	90–3000	L	G	C	7–2⅝	10⅜	FP	Ha	Str	M	RB	NE	P.Ow	Ow	Spi	Own BF	Own	O4IMV	427	a	FX	132	84½	33	44x2½	54x3½	½
90	309	5.4	202	31.5	90–3000	L	G	C	7–2⅝	10⅜	FP	Ha	Str	M	RB	NE	P.Ow	Ow	Spi	Own BF	Own	O4IMV	427	a	FX	132	84½	33	44x2½	54x3½	½
91	283	4.8	192	28.9	65–2100	L	G	C	3–3	8	PS	Ow	Str	M	RB	NE	P.Ow	Ow	Spi	Own AB	Own	O4IMV	563	a	FX	120	84½	33¼	42¼x3	48x3	½
92	283	4.8	192	28.9	65–2100	L	G	C	3–3	8	PS	Ow	Str	M	RB	NE	P.Ow	Ow	Spi	Own AB	Own	O4IMV	563	a	FX	120	84½	33¼	42¼x3	56¼x3½	½
93	414	5.2	270	38.4	108–2400	L	G	C	7–3	12⅜	FP	Pe	Str	M	RB	NE	P.Ow	Ow	Spi	Own BM	Own	O4IMV	537	a	FX	150	102½	33¼	44x2½	54x3½	½
94	414	5.2	270	38.4	108–2400	L	G	C	7–3	12⅜	FP	Pe	Str	M	RB	NE	P.Ow	Ow	Spi	Own CH	Own	O4IMV	540	a	FX	180	120	33¼	50x3	50½x3½	½
95	468	5.2	310	43.4	117–2400	L	G	C	7–3	12⅜	FP	Pe	Str	M	RB	NE	P.Ow	Ow	Spi	Own BX	Own	O4IMV	649	a	FX	180	120	33⅜	53⅜x3	54x3	½
96	468	5.2	310	43.4	117–2400	L	G	C	7–3	12⅜	FP	Pe	Str	M	RB	NE	P.Ow	Ow	Spi	Own BX	Own	O4IMV	619	a	FX	180	120	33⅜	53⅜x3	56½x3½	½
97	468	5.2	310	43.4	117–2400	L	G	C	7–3	12⅜	FP	Pe	Str	M	RB	NE	P.Ow	Ow	Spi	Own CJ	Own	O4IMV	619	a	FX	180	120	33¼	53⅜x3	56½x3½	½
98	611	4.8	390	54.2	125–2200	L	G	C	4–3½	10⅜	FP	Ow	Str	M	RB	NE	P.Ow	Ow	Spi	Own BQ	Own	O4IMV	618	a	FX	180	120	33¼	50x3½	58⅜x3½	½
99	471	4.0	300	40.0	74–1600	L	G	C	3–3	10½	PS	Ow	Str	G	RB	ns	P.Ow	Ow	Spi	Own AK	Own	O4IMV	561	a	FX	132	93	37½	48x3½	56x4	½
100	611	4.8	390	54.2	125–2200	L	G	C	4–3½	10⅜	FP	Ow	Str	M	RB	NE	P.Ow	Ow	Spi	Own AK	Own	O4IMV	561	a	FX	132	93	37½	47⅜x3½	58½x4	½
101	468	5.2	310	43.4	117–2400	L	G	C	7–3	12⅜	FP	Pe	Str	M	RB	NE	P.Ow	Ow	Spi	Own BC	Own	O4IMV	619	a	FX	212	138	33⅜	53⅜x3	56½x3½	½
102	471	4.0	300	40.0	74–1600	L	G	C	3–3	10½	PS	Ow	Str	G	RB	ns	P.Ow	Ow	Spi	Own AC	Own	O4IMV	781	c	JX	159	111	37½	48x3½	50x5	½
103	611	4.8	390	54.2	125–2200	L	G	C	4–3½	10⅜	FP	Ow	Str	M	RB	NE	P.Ow	Ow	Spi	Own AK	Own	O4IMV	755	c	2I	156	105	37½	48x3½	50x5	½
104	706	4.4	427	60.0	138–1900	L	G	C	4–3⅜	11⅛	PS	Ow	Str	M	RB	NE	P.Ow	Ow	Spi	Own AK	Own	O4IMV	755	c	2I	180	108⅛	37½	46⅜x3½	50x5	½
105	255	5.0	170	27.3	68–2600	L	G	C	4–2¾	7⅛	PC	No	Zen	M	NE	NE	D.Fu	Pe	Blo	Cla 212	Ros	L4IMV	377	P	TX	113	65	32	40x2¼	50x2¼	½
106	255	5.4	182	27.3	90–3200	F	G	C	4–2⅝	7⅜	PC	No	Zen	M	NE	NE	P.BL	Pe	Blo	Shu 5532	Ros	L4IHV	580	G	TD	118	68	32	44x2½	52x3	½
107	381	4.8	240	40.8	85–2500	L	G	C	7–2⅝	12½	PC	Wa	Zen	M	NE	NE	P.BL	Pe	Blo	Shu 5532	Ros	L4IHV	662	G	TD	118	68	32	44x2½	52x3	½
108	381	4.8	240	40.8	85–2500	L	G	C	7–2⅝	12½	PC	Wa	Zen	M	NE	NE	P.BL	Pe	Blo	Shu 5532	Ros	L4IHV	662	G	TD	146½	86⅛	34	44x2½	52x3	½
109	358	5.2	254	38.4	110–2800	F	G	C	7–2¾	10¾	PC	No	Zen	M	NE	NE	P.BL	Pe	Blo	Shu 5572	Ros	L4IHV	662	G	TD	139	85	32	44x2½	54x3½	½
110	462	5.1	324	45.9	125–2600	F	G	C	7–3	13⅞	PC	No	Zen	M	NE	NE	P.BL	Pe	Blo	Shu 5572	Ros	L4IHV	770	G	TD	147	96	36	44x3	54x4

Line Number	MAKE AND MODEL	GENERAL (See Keynote) Tonnage Rating	Chassis Price	Standard Wheelbase	Max. W. B. Furnished	Gross Vehicle Weight	Chassis Wt. (Stripped)	TIRE SIZE Front	Rear	ENGINE Make and Model	No. of Cylinders, Bore and Stroke	TRANSMISSION Make and Model	Location, Forward Speeds	Aux. Location and Speeds	REAR AXLE Make and Model	Gear and Type	Drive & Torque	GEAR RATIOS In High	In Low	FRAME Side Rail Dimensions	Type
1	Netco.....A	2–4	1800	157	190	15000	5500	B7.50/20	DB7.50/20	Wau BL	6–3½x4¼	BL 224	U 4	No	Tim 54200H	SF	H	5.83	34.2	6x3x⅛	C
2	.....B	3–6	2400	160	200	20000	6500	B8.25/20	DB8.25/20	Wau BK	6–3¾x4½	BL 3341	U 4	No	Tim 56300H	SF	H	5.71	48.4	6x3x¼	C
3	C	4–7	2800	160	200	22000	7300	B9.00/20	DB9.00/20	Wau MK	6–4½x4¾	BL 334	U 4	No	Tim 58200H	SF	H	6.83	52.8	7x3½x⅛	C
4	.....E	5–8	3400	157	212	24000	8100	B9.75/20	DB9.75/20	Wau MZ	6–4¼x4¾	BL 334	U 4	No	Tim 65720H	WF	R	7.75	58.3	7x3½x⅛	C
5	.....J	6–9	4600	157	212	30000	9200	B10.50/20	DB10.50/20	Lyc AEC	8–3¾x4¾	BL 534	U 4	No	Tim 76730	2F	R	8.50	61.2	9x3½x⅛	C
6	.....K	7–10	4900	168	212	32000	9900	B10.50/24	DB10.50/24	Wau SRK	6–4⅝x5½	BL 724	U 4	No	Tim 78720	2F	R	9.92	63.2	9x3½x¼	C
7	Pierce-Arrow 13S385	2–2½	2500	160	200	13000	5750	B8.25/20	DB8.25/20	Own 8	8–3½x5	Co RU4SL	U 4	No	Tim 56200	SF	R	5.28	32.6	7½x3½x⅛	C
8	.....15T298	3–3½	1950	150	200	15000	5725	B8.25/20	DB8.25/20	Her WXB	6–3¾x4½	Cla 108B	U 4	Op	Tim 56200	SF	R	6.16	40.2	7½x3½x⅛	C
9	.....17T301	3–4	2350	150	200	17000	5725	B9.00/20	DB9.00/20	Her WXC2	6–4½x4½	Co RU4SL	U 4	Op	Tim 58200	SF	R	6.83	42.2	7½x3½x⅛	C
10	.....18W361	3½–4½	3000	150	220	18000	6660	B9.00/20	DB9.00/20	Her WXC2	6–4½x4¼	Co RU4SL	U 4	Op	Tim 65720	WF	R	6.8	42.	8½x2½x⅛	C
11	.....19R479	3½–4½	3600	150	220	19000	7850	B9.00/20	DB9.00/20	Her YXC3	6–4⅝x4¾	Co TNU	U 4	Op	Tim 65720	WF	R	5.4	286.	8½x2½x⅛	C
12	.....24X479	5–6	4150	150	200	24000	9250	B10.50/20	DB10.50/20	Her YXC3	6–4⅝x4¾	Co TNU	U 4	Op	Tim 66720	WF	R	7.6	402.	9½x2½x⅛	C
13	.....28M611	6–7	5400	160	200	28000	11600	B10.50/24	DB10.50/24	Her GXA	6–4¾x5¾	Own	A 4	Op	Own	WF	R	10.	525.	9½x2½x⅛	C
† 14	Reo.....S-4P	½	495	117	117	4200	.....	B6.25/16	B6.25/16	Own	6–3½x5	WGT83	U 3	No	Own	S/2	H	4.3	28.1	6x2½x½	C
† 15	.....1A4–1C4	1–1½	535	139	166	8500	.....	B6.00/20	B6.00/20	Own	6–3⅛x3⅝	Own	U 4	No	Own	SF	H	5.28	34.8	6⅛x2⅜x⅛	C
16	.....1B4–1D4	1½	595	139	166	10500	3215	B6.00/20	B6.00/20	Own	6–3⅛x5	Own	U 4	O 2	Own	SF	H	5.	34.8	7⅛x2⅜x⅛	C
17	.....2B4–2D4	2	845	142	166	12500	3865	B6.50/20	DB6.50/20	Own	6–3⅝x5	Own	U 4	O 2	Own	SF	H	5.83	38.4	7x3x¼	C
† 18	.....2H (2J, 2K)	2½	1245	142	184	15000	4475	B7.00/20	DB7.00/20	Own	6–3⅝x5	Own	U 4	O 2	Own	SF	R	6.5	42.9	7x¼x3	C
† 19	...3H(3J,3K,3M)	3	1795	170	205	17500	5125	B7.50/20	DB7.50/20	Own	6–3⅝x5	Own	U 4	O 2	Own	WF	H	6.14	42.9	8⅛x1¼x3	C
† 20	....4H,4J,4K,4M	4	2595	170	205	20000	6280	B9.00/20	DB9.00/20	Own	8–3⅝x5	BL	U 5	O 2	Own	S/2	H	8.51	40.5	10x3x¼	C
† 21	Schacht.....10B	1½	1095	124	172	11500	4350	B6.50/20	DB6.50/20	Her JXB	6–3½x4¼	WG T9	U 4	No	Tim	BF	H	5.67	36.3	8x3x⅛	C
22	.....15HA	2½–3½	1735	160	199	13000	5200	B8.25/20	DB8.25/20	Con 20C	6–3⅝x4⅝	BL 35	U 4	No	Tim	BF	H	6.06	38.5	6x3x¼	P
23	.....20HA	2½–4	2185	160	199	15300	5450	B8.25/20	DB8.25/20	Her WXC	6–4x4½	Fu 5–A–38	U 5	No	Tim	BF	R	6.06	38.5	6x3x¼	P
24	.....25HA	3–4½	2695	146	213	19500	5750	B9.00/20	DB9.00/20	Her WXC	6–4x4½	Fu 5–A–38	U 5	No	Tim	BF	R	6.02	39.2	7x3x¼	P
25	.....28HA	4–5½	3050	146	227	23000	6600	B9.75/20	DB9.75/20	Her WXC	6–4x4½	Fu 5–A–38	U 5	No	Tim	BF	R	6.83	43.8	7x3x¼	P
26	.....30HA	4½–6	3295	146	227	23000	6800	B9.75/20	DB9.75/20	Her WXC	6–4x4½	Fu 5–A–38	U 5	No	Wis	2F	R	7.14	46.4	7x3x¼	P
27	.....35HA	5–7	3725	146	227	24000	7400	B9.75/20	DB9.75/20	Her WXC2	6–4½x4½	Fu 5–A–38	U 5	No	Own	2F	R	8.00	52.0	8½x3x⅛	P
28	.....40H	5–7	4295	156	239	25500	7600	B9.75/20	DB9.75/20	Her YXC	6–4⅝x4¾	Fu 5–A–53	U 5	No	Own	2F	R	7.07	49.7	8½x3x⅛	P
29	.....40HB	7–9	4695	156	239	29500	7750	B10.50/20	DB10.50/20	Her YXC	6–4⅝x4¾	Fu 5–A–53	U 5	No	Wis	2F	R	7.07	49.7	8½x3x⅛	P
30	.....66H	8–11	5895	154	251	35000	9820	B10.50/24	DB10.50/24	Her RXC	6–4⅝x5¼	Fu 5–A–53	U 5	No	Wis	2F	R	7.07	49.8	8½x3x⅛	P
31	.....(T) TRD	10	4150	150	174	35000	7100	B9.00/20	DB9.00/20	Her YXC	6–4⅝x4¾	Fu 5–A–53	U 5	No	Own	2F	R	7.8	56.8	7x3x¼	P
32	.....(T) TRDA	12	4350	150	174	39000	7226	B9.75/20	DB9.75/20	Her YXC3	6–4⅝x4¾	Fu 5–A–53	U 5	No	Own	2F	R	7.8	56.8	7x3x¼	P
33	.....(T) TRDB	15	4595	150	174	45000	7326	B9.75/20	DB9.75/20	Her RXC	6–4⅝x5¼	Fu 5–A–53	U 5	No	Wis	2F	R	7.8	56.8	7x3x¼	P
† 34	Sterling.....FB40	1½–2	1135	142	162	11000	3450	B6.50/20	DB6.50/20	Con 25A	6–3¾x4	WG T9	U 4	No	Own	SF	H	5.66	36.2	6x2¼x⅛	C
35	.....FB50 De L	2–2½	1795	174	204	13000	4900	B7.00/20	DB7.00/20	Wau 6BK	6–3¾x4¼	WG T9	U 4	No	Own	SF	R	6.60	42.2	10x3¼x¼	L
36	.....FB60 De L	2½–3	2040	174	204	15000	5150	B7.00/20	DB7.00/20	Wau 6BK	6–3¾x4¼	Own UC12	U 4	No	Own	SF	R	6.80	44.2	10x3¼x¼	L
37	.....FB70 De L	3–4	2490	174	204	17000	5475	B7.50/20	DB7.50/20	Wau 6BK	6–3¾x4¼	Own UC6	U 4	No	Own	SF	R	7.40	47.0	10x3¼x¼	L
38	.....FB80	3½–4½	3010	174	204	22000	6525	B8.25/20	DB8.25/20	Wau 6MK	6–4½x4¾	Own UC11	U 5	No	Own	SF	R	7.80	54.6	10x3¼x¼	L
39	.....FD90	4–5	3315	174	204	22000	7175	B9.00/20	DB9.00/20	Wau 6MK	6–4½x4¾	Own UC11	U 5	No	Own	2F	R	8.40	58.8	10x3¼x¼	L
40	.....FD97	5–6	4355	192	222	26000	8235	B9.75/20	DB9.75/20	Wau 6SRL	6–4½x5¼	Own UC2	U 4	Op	Own	2F	R	9.41	62.9	12x3¼x¼	L
† 41	.....FD115	6–7	4690	192	222	32000	8685	B9.75/20	DB9.75/20	Wau 6-125	6–4½x5¼	Own UC2	U 4	Op	Own	2F	R	9.20	61.3	12x3¼x¼	L
42	.....FC100	5–6	4185	190	222	26000	7835	B9.75/20	DB9.75/20	Wau 6MZ	6–4¼x4¾	Own UC1	U 4	Op	Own	CD	R	8.30	54.0	12x3¼x¼	L
† 43	.....FC135	6–7	***	190	222	30000	8835	P40x8	DP40x8	Wau 6SRL	6–4½x5¼	Own UC2	U 4	Op	Own	CD	R	10.8	70.2	15x3¼x¼	L
44	.....HC140	7–8	5360	186	216	36000	9485	B9.75/22	DB9.75/22	Wau 6SRL	6–4½x5¼	Own UC2	U 4	Op	Own	CD	R	8.30	55.3	9¼x3¼x⅜	L
45	.....HC170	9–10	7480	196	225	44000	10485	B10.50/22	DB10.50/22	Wau 6RB	6–5x5¾	Own UC9	U 4	Op	Own	CD	R	9.44	51.3	9¼x3½x⅜	L
46	.....(D) FD97D	5–6	***	192	222	26000	8985	B9.75/20	DB9.75/20	Wau 6D100	6–4½x5½	Own UC2	U 4	Op	Own	2F	R	9.41	62.9	12x3¼x¼	L
47	.....(D) FD97H	5–6	***	200	230	26000	9850	B9.75/20	DB9.75/20	Cum 6H Die	6–4½x6	Own UC2	U 4	Op	Own	2F	R	9.41	62.9	12x3¼x¼	L
48	.....(D) FD115D	6–7	***	200	230	32000	9785	B9.75/20	DB9.75/20	Wau 6D125	6–4¾x5½	Own UC2	U 4	Op	Own	2F	R	9.20	61.3	12x3¼x¼	L
49	.....(D) FD115H	6–7	***	200	230	32000	9685	B9.75/20	DB9.75/20	Cum 6H Die	6–4½x6	Own UC9	U 4	Op	Own	2F	R	9.41	50.0	12x3¼x¼	L
50	.....(D) FC100D	5–6	***	190	222	26000	8935	B9.75/20	DB9.75/20	Wau 6D100	6–4½x5½	Own UC2	U 4	Op	Own	CD	R	8.30	55.3	12x3¼x¼	L
51	.....(D) FC100H	5–6	***	200	230	26000	9210	B9.75/20	DB9.75/20	Cum 6H Die	6–4½x6	Own UC2	U 4	Op	Own	CD	R	8.30	54.0	12x3¼x¼	L
52	.....(D) HC140D	7–8	***	194	225	36000	10585	B9.75/22	DB9.75/22	Wau 6D125	6–4¾x5½	Own UC2	U 4	Op	Own	CD	R	8.30	55.3	9¼x3¼x⅜	L
53	.....(D) HC170H	9–10	***	196	225	44000	11085	B10.50/22	DB10.50/22	Cum 6H Die	6–4½x6	Own UC9	U 4	Op	Own	CD	R	9.44	51.3	9¼x3¼x⅜	L
† 54	Stewart.....41H	1	685	134	145	.....	2990	B6.50/18	B6.50/18	Wau	6–3¾x4¼	WG	U 4	No	Cla	S½	H	5.1	32.7	6x2¼x⅛	T
† 55	.....46H	1½	695	134	176	10000	3310	B6.50/20	B6.50/20	Wau	6–3¾x4¼	WG	U 4	No	Cla	SF	H	5.6	35.8	7½x2¾x⅛	T
† 56	.....47H	2	895	134	190	12000	4070	B6.50/20	DB6.50/20	Wau	6–3¾x4¼	WG	U 4	No	Cla	SF	H	6.37	40.	7½x2¾x⅛	T
† 57	.....29XS	2½	1895	145	220	16000	5190	B7.00/20	DB7.00/20	Lyc	6–3¾x4½	BL	U 5	A 2	Cla	SF	R	7.16	43.6	7½x2¾x⅛	T
† 58	.....48H	2½	1395	145	190	14000	4570	B7.00/20	DB7.00/20	Wau	6–3½x4¾	WG	U 4	No	Cla	SF	H	6.37	40.	7½x2¾x⅛	T
† 59	.....32X	3	2190	165	220	18000	5460	B7.00/20	DB7.00/20	Lyc	6–3¾x4½	BL	U 5	A 2	Cla	SF	R	7.16	43.6	9¼x2¾x⅛	T
† 60	58-8	3	2390	170	241	18000	6025	B7.50/20	DB7.50/20	Lyc	8–3¾x4½	Fu	U 5	A 3	Cla	SF	R	7.16	50.1	9¼x2¾x⅛	T
† 61	.....49H	3	1695	145	220	16000	5325	B7.00/20	DB7.00/20	Wau	6–3¾x4¼	Fu	U 5	A 2	Cla	SF	R	7.16	43.6	9x2¾x¼	T
† 62	48-8	3½	3090	170	241	20000	6750	B8.25/20	DB8.25/20	Lyc	8–3¾x4⅝	BL	U 5	A 2	Cla	SF	R	7.25	48.1	9¼x2¾x⅜	T
† 63	.....18XS	3½–5	2890	160	235	20000	6800	B7.50/20	DB7.50/20	Wau	6–4½x4¾	Fu	U 5	A 2	Tim	WF	R	7.25	48.7	9¼x2¾x⅜	T
† 64	38-6	3½–5	4090	170	241	25000	7600	B9.00/20	DB9.00/20	Wau	6–4⅝x5½	BL	U 5	A 2	Tim	WF	R	7.25	48.	9¼x2¾x⅜	T
† 65	38-8	3½–5	4090	170	241	25000	7600	B9.00/20	DB9.00/20	Lyc	8–3¾x4¾	BL	U 5	A 2	Tim	WF	R	7.25	48.	9¼x2¾x⅜	T
† 66	.....31X	5–6	5490	165	235	30000	9340	B9.75/20	DB9.75/20	Wau	6–4⅝x5½	BL	U 4	A 3	Tim	WF	R	8.2	148.	9½x2¾x⅛	T
† 67	.....27XS	7–8	6290	165	235	36000	10300	B10.50/24	DB10.50/24	Wau	6–4⅝x5½	BL	U 4	A 3	Tim	WF	R	10.0	181.	9½x2¾x⅛	T
68	Stud. T230-(241 265)	1½–2	625	130	165	10500	3185	B6.00/20	P32x6	Own	6–3¼x4⅝	WG T9	U 4	No	Cla B373	SF	H	5.66	36.2	7x2¾x⅛	T
69	...T430-(441-465)	1½–2½	785	130	165	10500	3545	B6.00/20	DB6.50/20	Own	6–3¼x4⅝	WG T9	U 4	No	Cla B412	SF	H	6.8	43.5	7x2¾x⅛	T
70	...T641-(653-665)	2-3	945	141	165	13500	4130	B6.50/20	DB6.50/20	Own	6–3¼x4⅝	WG T9	U 4	No	Tim 54200	SF	H	6.8	43.5	7x2¾x⅛	T
71	.....T683	2–3	1045	183	183	13500	4560	B6.50/20	DB6.50/20	Own	6–3¼x4⅝	WG T9	U 4	No	Tim 54200	SF	H	6.80	43.5	8x2¾x⅛	T
72	...T841-(865-883)	3-4	1345	141	183	16000	4920	B6.50/20	DP32x6	Own	6–3¼x4⅝	WG T9	U 4	A 2	Tim 58200	SF	H	7.8	75.8	8x2¾x⅛	T
73	..W-841 (865-883)	3–4	1795	141	183	18200	5870	B6.50/20	DP32x6	Wau 6-110	6–4x4¼	Cla R910	U 5	No	Tim 58200	SF	H	6.8	55.2	8x2¾x¼	T
74	Ward La Fr...25R14	2½	2800	196	208	14000	6000	B7.50/20	DB7.50/20	Wau ML	6–4x4¼	BL 3341	U 4	No	Tim 54200H	SF	R	Opt	Opt	12x3x⅛	B
75	.....25R16	3	2975	197	208	16000	6200	B8.25/20	DB8.25/20	Wau ML	6–4x4¾	BL 3341	U 4	No	Tim 56200H	SF	R	Opt	Opt	12x3x¼	B
76	.....25R18	3–4	3275	196	208	18000	6400	B9.00/20	DB9.00/20	Wau MK	6–4½x4¾	BL 3341	U 4	No	Tim 58205H	SF	R	Opt	Opt	12x3x¼	B
77	.....30R19	4	3675	197	226	19000	7000	B9.00/20	DB9.00/20	Wau MK	6–4½x4¾	BL 5241	U 4	No	Tim 65200H	WF	R	Opt	Opt	12x3¼x⅜	B
78	320	3–4	3825	197	226	19000	7175	B9.00/20	DB9.00/20	Wau SRL	6–4⅝x5½	BL 5341	U 4	No	Tim 58205H	SF	R	Opt	Opt	12x3¼x⅜	B
79	.....30R-20	3–4	4300	196	226	20000	7260	B9.00/20	DB9.00/20	Wau SRL	6–4⅝x5½	BL 5341	U 4	No	Tim 65200H	WF	R	Opt	Opt	12x3¼x⅜	B
80	.....30R23	5	4175	196	226	23000	7300	B9.75/20	DB9.75/20	Wau MK	6–4¼x4¾	BL 5241	U 4	No	Tim 65720H	WF	R	Opt	Opt	12x3¼x⅜	B
81	.....35R	5–6	4975	196	226	25000	8700	B9.75/20	DB9.75/20	Wau SRL	6–4⅝x5½	BL 5341	U 4	No	Tim 65720H	WF	R	Opt	Opt	12x3¼x⅜	B
† 82	.....(c.o.e.)K	7½	5890	127	162	30000	9500	B9.75/20	DB9.75/20	Wau SRK	6–4½x5½	BL 5341	A 4	No	Tim 75733W	2F	R	6.85	45.5	12x3¼x⅛	T
83	.....335RWS	7½	5450	205	224	26000	9360	B9.75/24	DB9.75/24	Wau SRL	6–4⅝x5½	BL 5341	U 4	No	Tim 65720W	WF	R	Opt	Opt	14x3x¼	T
84	.....75RH	7½	6350	210	231	30000	10500	B10.50/20	DB10.50/20	Wau RB	6–5x5¾	BL 7341	U 4	No	Tim 66720H	WF	R	Opt	Opt	14x3¼x¼	T
85	.....55RH	7½	5350	203	224	30000	10000	B10.50/20	DB10.50/20	Wau SRK	6–4½x5½	BL 7241	U 4	No	Tim 66720H	WF	R	Opt	Opt	14x3¼x¼	T
86	.....55RWS	7½	5750	205	224	30000	10050	B10.50/20	DB10.50/20	Wau SRK	6–4½x5½	BL 7241	U 4	No	Tim 66720W	WF	R	Opt	Opt	14x3¼x¼	T
87	.....50D	7½–10	5975	159	173	36000	11000	P40x8	DP40x8	Wau SRL	6–4½x5½	BL 7241	U 4	No	Tim 68702D	WF	R	Opt	Opt	14x3¼x¼	T
88	.....100RW	10	7350	210	231	36000	11500	B10.50/24	DB10.50/24	Wau RB	6–5x5¾	BL 7341	U 4	No	Tim 68720W	WF	R	Opt	Opt	14x3¼x¼	T
89	.....75RWS	10	6750	211	231	30000	11300	B10.50/20	DB10.50/20	Wau RB	6–5x5¾	BL 7341	U 4	No	Tim 66720W	WF	R	Opt	Opt	14x3¼x¼	T
† 90	.....75CW-T	15	8000	164	Op	50000	11400	B10.50/20	DB10.50/20	Cu. Die. HA	6–4⅞x6	BL 7351	A 4	No	Tim 76733W	2F	R	7.33	46.2	14x3¼x¼	T
† 91	.....100CW-T	20	9000	164	Op	60000	11700	B10.50/22	DB10.50/22	Cu. Die. HA	6–4⅞x6	BL 7351	A 4	No	Tim 79720W	2F	R	7.97	50.0	14x3¼x¼	T
92	White (12).....701	1¼–1½	1185	132	156	.....	4020	B7.00/20	B7.00/20	Own 8A	6–3⅛x4⅝	Own 18BA	U 4	No	Own 19CA	SF	H	5.88	37.6	7x2¾x⅛	C
93	.....701A	1½	1220	132	156	.....	4000	B7.50/20	B7.50/20	Own 8A	6–3⅛x4⅝	Own 183A	U 4	No	Own 19CA	SF	H	5.88	37.6	7x2¾x⅛	C
94	702	1½–2	1295	132	156	.....	4405	B7.00/20	DB7.00/20	Own 8A	6–3⅛x4⅝	Own 18BA	U 4	No	Own 19CA	SF	H	5.88	37.6	7x2¾x⅛	C
95	.....702A	2	1340	132	156	.....	4275	B7.50/20	DB7.50/20	Own 8A	6–3⅛x4⅝	Own 18BA	U 4	No	Own 19CA	SF	H	5.88	37.6	7x2¾x⅛	C
96	611	2–2½	2450	148	196	.....	5065	B7.00/20	DB7.00/20	Own 4AB	6–3¾x4½	Own 5B	U 4	No	Own 7C	S½	H	5.67	23.4	6½x3⅛x1¼	C
97	707	2½–3	1790	156	192	.....	.....	B7.50/20	DB7.50/20	Own 8A	6–3⅛x4⅝	Own 18B	U 4	No	Own 20C	SF	H	6.28	40.8	7⅛x3¼x⅛	C
98	612	2½–3	2800	148	196	.....	5400	B7.50/20	DB7.50/20	Own 4AB	6–3¾x4½	Own 5B	U 4	No	Own 7CB	S½	H	5.67	23.4	6½x3⅛x1¼	C
99	620	2½–3	4350	157	195	.....	7505	B8.25/20	DB8.25/20	Own 7A	6–4⅛x5¼	Own 4B	U 4	No	Own 14C	SF	R	6.38	41.8	7⅛x2⅛x⅛	C
100	.....612K	2½–3	2950	140	180	.....	5905	B7.50/20	DB7.50/20	Own 4AB	6–3¾x4½	Own 5B	U 4	No	Own 7CB	S½	H	5.67	23.4	6½x3⅛x1¼	C
101	712	3–4	2550	154	190	.....	6400	B8.25/20	DB8.25/20	Own 9A	6–3⅛x4½	Own 11B	U 5	No	Own 20C	2F	H	5.71	43.3	7⅛x3¼x¼	C
102	618	3–4	3600	166	206	.....	6785	B9.00/20	DB9.00/20	Own 1AB	6–3¾x4	Own 11BA	U 5	No	Own 14CB	2F	R	8.15	61.8	8x3¾x¼	C
103	621	3–4	4650	157	195	.....	7655	B9.00/20	DB9.00/20	Own 7A	6–4⅛x5¼	Own 4B	U 4	No	Own 10C	SF	R	6.29	41.1	7⅛x2⅛x⅛	C
104	.....621K	3–4	4900	168	215	.....	9125	B9.00/20	DB9.00/20	Own 7A	6–4⅛x5¼	Own 4B	U 4	No	Own 10C	SF	R	6.29	41.1	8x3x¼	C
105	.....618K	3–4	3750	158	198	.....	7225	B9.00/20	DB9.00/20	Own 4AB	6–3¾x4½	Own 11BA	U 5	No	Own 14CB	2F	R	8.15	61.8	8x3¾x¼	C
106	.....620K	3–4	4675	168	215	.....	8555	B9.00/20	DB9.00/20	Own 7A	6–4⅛x5¼	Own 4B	U 4	No	Own 14CB	SF	R	7.32	47.9	8x3x¼	C
107	630	3–4½	5000	168	215	.....	8950	B9.00/20	DB9.00/20	Own 7A	6–4⅛x5¼	Own 4B	U 4	No	Own 10C	SF	R	6.29	41.1	8x3x¼	C
108	.....630K	3–4½	5200	168	214	.....	9205	B9.00/20	DB9.00/20	Own 7A	6–4⅛x5¼	Own 4B	U 4	No	Own 10C	SF	R	6.29	41.1	8x3x¼	C
109	640	3–4½	6100	180	214	.....	10185	B9.00/20	DB9.00/20	Own 5A	6–4⅝x5¼	Own 10B	U 5	No	Own 10C	SF	R	5.15	33.2	8¼x3⅛x⅛	C
110	.....640K	3–4½	6300	180	214	.....	10365	B9.00/20	DB9.00/20	Own 5A	6–4⅝x5¾	Own 10B	U 5	No	Own 10C	SF	R	5.18	32.2	8¼x3⅛x⅛	C
† 111	730	3–4½	6000	162	180	.....	10900	B9.75/20	DB9.75/20	Own 10AB	12–3½x3¾	Own	U 4	No	Own 24C	SF	R	6.29	....	8x3x¼	C
112	.....58-S8	7½	5300	196	196	.....	9300	B10.50/24	DB10.50/24	Own GRB	4–4¼x5¾	Own 4B	U 4	No	Own 6C	2F	R	11.8	77.5	10½x3x⅜	C
113	631	3½–6	5750	168	215	.....	9425	B9.75/20	DB9.75/20	Own 7A	6–4⅛x5¼	Own 4B	U 4	No	Own 2C	2F	R	8.70	56.9	8x3x¼	C
114	.....631K	3½–6	5950	168	215	.....	9605	B9.75/20	DB9.75/20	Own 7A	6–4⅛x5¼	Own 4B	U 4	No	Own 2C	2F	R	8.70	56.9	8x3x¼	C
115	.....631X	7½	6100	215	215	.....	10000	B10.50/20	DB10.50/20	Own 7A	6–4⅛x5¼	Own 4B	U 4	No	Own 2C	2F	R	10.15	66.4	8¼x3⅛x⅜	C
116	641	3½–6	6450	180	214	.....	10460	B9.75/20	DB9.75/20	Own 5A	6–4⅝x5¼	Own 10B	U 5	No	Own 2C	2F	R	7.16	44.5	8¼x3⅛x⅜	C
117	.....641K	3½–6	6650	180	214	.....	10660	B9 75/20	DB9 75/20	Own 5A	6–4⅝x5¾	Own 10B	U 5	No	Own 2C	2F	R	7.16	44.5	8¼x3⅛x⅜	C
† 118	731	3½–6	6800	162	180	.....	11400	B10.50/20	DB10.50/20	Own 10AB	12–3½x3¾	Own 24BA	U 5	No	Own 21C	2F	R	6.66	....	8x3½x¼	C
119	642	4–7½	6750	180	214	.....	10910	B9.75/24	DB9.75/24	Own 5A	6–4⅝x5¾	Own 10B	U 5	No	Own 13C	2F	R	10.2	63.4	8¼x3⅛x⅜	C
120	643	5–9	6950	180	214	.....	11210	B10.50/24	DB10.50/24	Own 5A	6–4⅝x5¾	Own 10B	U 5	No	Own 13C	2F	R	10.2	63.4	8¼x3⅛x⅜	C
121	691	7–9	7250	129	129	.....	12300	B10.50/24	DB10.50/24	Own 5A	6–4⅝x5¾	Own 10BB	U 5	No	Own 13CB	2F	R	10.2	63.4	8¼x3¾x⅝	C
122	.....632X	10	6600	215	..	.....	11000	B10.50/24	DB10.50/24	Own 7A	6–4⅛x5¼	Own 4B	U 4	No	Own 13C	2F	R	11.8	77.5	8½x3⅛x⅝	C

†—Denotes new model or change in specifications.

Line Number	ENGINE DETAILS: Displacement	Comp. Ratio	Torque lb. ft.	N.A.C.C. Rated H.P.	Max. Brake H.P. at R.P.M. Given	Valve Argmt.	Camshaft Drive	Piston Material	MAIN BEARINGS: Number and Diameter	MAIN BEARINGS: Length	Oiling System Type	Governor Make	FUEL SYST.: Carburetor Make	FUEL SYST.: Fuel Feed	ELECTRICAL: Ignition System Make	ELECTRICAL: Generator, Starter Make	Clutch Type and Make	Radiator Make	Universals Make	FRONT AXLE: Make and Model	Steering Gear Make	BRAKES: SERVICE: Make Location Type Operat'n	BRAKES: SERVICE: Lining Area	BRAKES: SERVICE: Drum Material	BRAKES: Hand Location Type	BODY MOUNTING DATA: Cab to Rear of Frame	BODY MOUNTING DATA: Cab to Rear Axle	BODY MOUNTING DATA: Width of Frame	SPRINGS: Front	SPRINGS: Rear	SPRINGS: Auxiliary Type
1	245	5.0	165	27.0	73-3200	L	G	C	7-2⅝	10¼	CC	Wa	Zen	M	DR	DR	P.BL	Mo	Cle	Tim 30020H	Ros	L4IHV	306	c	TD	Opt	Opt	34	42x2¼	50x2½	½
2	282	5.0	180	33.8	84-3200	L	G	C	7-2⅝	10¼	CC	Wa	Zen	M	DR	DR	P.BL	Mo	Cle	Tim 31000H	Ros	L4IHV	355	c	TD	Opt	Opt	34	42x2¼	50x2½	½
3	381	4.8	240	40.8	85-2500	L	G	C	7-2⅝	12½	FP	Wa	Zen	M	DR	DR	P.BL	Mo	Cle	Tim 33000H	Ros	L4IHV	398	c	TD	Opt	Opt	34	42x2¼	50x2½	½
4	404	6.0	274	42.5	90-2400	L	G	C	7-2⅝	12½	FP	Wa	Zen	M	DR	DR	P.BL	Mo	Cle	Tim 33000H	Ros	L4IHV	484	c	TD	Opt	Opt	34	44x3	52x3½	½
5	420	5.2	300	44.0	120-2800	L	G	C	5-2¾	12¾	FP	Ha	Zen	M	DR	DR	P.BL	Mo	Cle	Tim 35000H	Ros	Ws4IA	663	c	CD	Opt	Opt	36	44x3	52x3½	½
6	517	4.6	335	51.3	110-2300	L	G	C	7-3	13⅞	FP	Wa	Zen	M	DR	DR	P.BL	Mo	Cle	Tim 27450	Ros	Ws4IA	757	c	CD	Opt	Opt	38	44x3	52x4	½
7	385	5.0	274	39.2	125-2800	L	C	A	9-2⅝	14⅛	CC	Ha	Str	M	DR	DR	P.Lo	Lo	Cle	Tim 14706	Ha	L4IM	399	D	TD	116¼	62½	34	38x2½	56x3	½
8	298	4.7	190	33.7	70-2600	L	G	C	7-2⅝	13¼	PC	Ha	Zen	M	DR	DR	P.Lo	Lo	Cle	Tim 14706	Ha	B4IM	399	D	TD	113½	59½	34	38x2½	56x3	½
9	361	4.7	230	40.3	77-2400	L	G	A	7-2⅝	13¼	PC	Ha	Zen	M	DR	DR	P.Lo	Lo	Cle	Tim 14706	Ha	B4IM	399	D	CD	143½	89½	34	38x2½	56x3	½
10	361	4.7	230	40.3	77-2400	L	G	A	7-2⅝	13¼	PC	Ha	Zen	M	DR	DR	P.Lo	Lo	Cle	Tim 15735	Ha	B4IA	473	D	CD	119½	65	34	41x2½	56x3	½
11	479	4.7	318	51.3	104-2200	L	G	A	7-3	14	PC	Ha	Zen	M	DR	DR	P.Lo	Lo	Cle	Tim 15733	Ha	B4IA	473	D	CD	118¼	163¾	34	41x2½	56x3	½
12	479	4.6	318	51.3	104-2200	L	G	A	7-3	14	PC	Ha	Zen	M	DR	DR	P.Lo	Lo	Cle	Tim 26050	Ha	B4IA	473	D	CD	168¾	33¾	34	41x2½	56x3	½
13	611	4.5	410	54.1	130-2000	L	G	A	7-3½	16⅛	CC	Ha	Str	M	DR	DR	P.Lo	Lo	Spi	Tim 26050	Ros	BO4IA	720	D	TX	127	72½	34	41x3	56x4	½
14	230	5.3	152	23.4	80-3200	L	C	A	7-2⅜	12	CC	No	Car	M	AL	AL	P.BB	Fe	Spi	Own	Ros	L4IH	170	C	2I	62	25	47½	36¾x2	55½x2	N
15	209	5.8	145	24.3	70-2800	L	C	A	4-2¼	5⅞	CC	No	Car	M	AL	AL	P.BB	Fe	Cle	Own	Ros	L4IH	191	C	2I	99½	57½	34	36x1¾	48x2¼	N
16	230	5.3	152	23.4	68-2800	L	C	A	7-2⅜	12	CC	No	Str	M	DR	DR	P.Ow	Ow	Cle	Own	Ros	L4IH	246	C	2I	99½	57½	34	36x1¾	48x2¼	O
17	268	4.9	175	27.3	75-2800	L	C	A	7-2⅝	12	CC	No	Str	M	DR	DR	P.Ow	Ow	Cle	Own	Ros	L4IH	289	a	2I	105	60	34	36x2¼	50x2½	½
18	268	4.9	175	27.3	75-2800	L	C	A	7-2⅝	12	CC	No	Str	M	DR	DR	dp.Lo	Mc	Cle	Own	Ros	L4IH	349	a	2I	116	60	34	40x2½	52x2½	½
19	309	4.9	200	31.5	85-2800	L	C	A	7-2⅝	12	CC	No	Str	M	DR	DR	dp.Lo	Mc	Cle	Own	Ros	L4IH	390	a	FD	124	68	34	44x3	54x3	½
20	358	4.9	230	36.4	110-2800	L	C	A	9-2⅝	12½	CC	Mo	Sch	M	DR	DR	dp.Lo	Mc	Cle	Own	Ros	L4IHV	390	a	FD	143	83	34	44x3	56x3½	½
21	263	5.4	164	31.5	68-2800	L	G	A	7-2½	10	PC	Mo	Str	M	AL	AL	P.BB	Yo	Spi	Tim	Ros	L4IH	380	G	TX	Opt	Opt	31½	45x2½	50x3	½
22	248	5.1	150	27.3	76-2800	L	C	A	7-2⅜	10	FP	No	Zen	M	DR	DR	D.BB	Yo	Spi	Tim	Ros	L4IHV	452	G	TX	129½	Opt	31½	40x2½	50x3	½
23	339	4.7	225	38.4	78-2400	L	G	A	7-2⅝	13¼	PC	Mo	Str	M	AL	AL	D.BB	Yo	Spi	Tim	Ros	L4IHV	452	G	TX	129½	Opt	31½	40x2½	50x3	½
24	339	4.7	225	38.4	78-2400	L	G	A	7-2⅝	13¼	PC	Mo	Str	M	AL	AL	D.Fu	Yo	Spi	Tim	Ros	L4IHV	578	G	TX	106	Opt	31½	40x2½	50x3	½
25	339	4.7	225	38.4	78-2400	L	G	A	7-2⅝	13¼	PC	Mo	Str	M	AL	AL	D.Fu	Yo	Spi	Shu	Ros	L4IHV	658	G	TX	106	Opt	31½	40x2½	50x3	½
26	339	4.7	225	38.4	78-2400	L	G	A	7-2⅝	13¼	PC	Mo	Str	M	AL	AL	D.Fu	Yo	Spi	Shu	Ros	L4IHV	658	G	TX	106	Opt	31½	40x2½	50x3	½
27	360	4.7	238	40.3	85-2400	L	G	A	7-2⅝	13¾	PC	Mo	Str	M	AL	AL	D.Fu	Yo	Spi	Shu	Ros	L4IHV	768	H	TD	106	Opt	31½	40x2½	50x3	½
28	428	4.4	280	45.9	93-2200	L	G	A	7-3	15	PC	Mo	Str	M	AL	AL	D.Fu	Yo	Spi	Shu	Ros	L4IHV	768	H	TD	106	Opt	31½	40x2½	50x3	½
29	428	4.4	280	45.9	93-2200	L	G	A	7-3	15	PC	Mo	Str	M	AL	AL	D.Fu	Yo	Spi	Shu	Ros	L4IHV	893	G	TD	106	Opt	31½	40x2½	50x3	½
30	529	4.9	355	51.2	115-2200	L	G	A	7-3	15	PC	Mo	Str	M	AL	AL	D.Fu	Yo	Spi	Shu	Own	Ws4IA	847	G	TD	118	Opt	31½	42x3	60x3½	½
31	428	4.4	280	45.9	93-2200	L	G	A	7-3	15	PC	Mo	Str	M	AL	AL	D.Fu	Yo	Spi	Shu	Ros	L4IHV	893	H	TD	92	Opt	31½	40x2½	50x3	½
32	478	4.4	318	51.2	103-2200	L	G	A	7-3	15	PC	Mo	Str	M	AL	AL	D.Fu	Yo	Spi	Shu	Ros	L4IHV	893	H	TD	92	Opt	31½	40x2½	50x3	½
33	529	4.4	355	51.2	115-2200	L	G	A	7-3	15	PC	Mo	Str	M	AL	AL	D.Fu	Yo	Spi	Shu	Ros	L4IHV	893	H	TD	92	Opt	31½	40x2½	50x3	½
34	214	5.0	137	28.0	72-3300	L	C	A	4-2⅜	6⅛	CC	No	Zen	M	DR	DR	P.Lo	Pe	Spi	Tim 30000H	Ros	L4IH	269	P	TX	96	57	34	38x2¼	50x2½	N
35	282	5.4	185	33.8	81-2800	L	G	C	7-2⅝	10¼	CC	En	Zen	M	DR	DR	P.Ow	Mo	Spi	Tim 33000H	Ros	L4IH	306	P	TX	144	91	34	42x2½	57½x2½	½
36	282	5.4	185	33.8	81-2800	L	G	C	7-2⅝	10¼	CC	En	Zen	M	DR	DR	P.Ow	Mo	Spi	Tim 33000H	Ros	L4IHV	352	a	TX	144	91	34	42x2½	57½x2½	½
37	282	5.4	185	33.8	81-2800	L	G	C	7-2⅝	10¼	CC	En	Zen	M	DR	DR	P.Ow	Mo	Spi	Tim 33000H	Ros	L4IHV	352	a	TX	144	91	34	42x2½	60x3	½
38	381	6.5	240	41.0	83-2250	L	G	C	7-2⅝	12½	CC	En	Zen	M	DR	DR	P.Ow	Mo	Spi	Tim 33000H	Han	L4IHV	394	a	TX	144	91	34	42x2½	60x3	½
39	381	6.5	240	41.0	83-2250	L	G	C	7-2⅝	12½	CC	En	Zen	M	DR	DR	P.Ow	Mo	Spi	Tim 33000H	Han	L4IHV	396	a	TX	144	91	34	42x2½	60x3	½
40	462	4.5	300	46.0	97-2000	L	G	C	7-3	13⅞	CC	En	Zen	M	DR	DR	P.Ow	Mo	Spi	Tim 35100H	Ros	L4IHV	486	a	TX	171	107	34	48x3	60x3	½
41	462	5.0	324	46.0	123-2300	F	G	A	7-3	13⅞	CC	En	Zen	M	MY	DR	P.Ow	Mo	Spi	Tim 35100H	Ros	L4IHV	486	a	TX	171	107	34	48x3	60x3	½
42	404	6.0	252	42.5	82-2000	L	G	C	7-2⅝	12½	CC	En	Zen	M	DR	DR	P.Ow	Mo	Spi	Tim 35000N	Ros	O2IMV	576	s	TX	169	105	34	48x3	60x3	½
43	462	4.5	300	46.0	97-2000	L	G	C	7-3	13⅞	CC	En	Zen	M	DR	DR	P.Ow	Mo	Spi	Tim 26450N	Ros	O2IMV	486	S	TX	169	105	34	40x3	60x3	½
44	462	4.5	300	46.0	97-2000	L	G	C	7-3	13⅞	CC	En	Zen	M	DR	DR	P.Ow	Pe	Spi	Tim 26452N	Ros	O2IMV	698	s	JX	168	107	34	48x3	60x3	½
45	677	4.8	440	60.0	124-1800	L	G	C	4-3½	11⅜	CC	En	Zen	M	DR	DR	D.Ow	Pe	Spi	Tim 27452N	Ros	O2IMV	666	s	JX	170	109	34	48x3	60x3	½
46	462	17.	275	46.0	100-2200	H	G	A	7-3½	13¾	FP	En	No	M	CI	LN	P.Ow	Mo	Spi	Tim 35100H	Ros	L4IHV	486	a	TX	171	107	34	48x3	60x3	½
47	672	17.	420	57.0	125-1800	H	G	C	7-3¼	16½	CC	En	No	M	CI	DR	P.Ow	Mo	Spi	Tim 35100H	Ros	L4IHV	486	a	TX	171	107	34	48x3	60x3	½
48	585	17.	350	54.1	122-2000	H	G	A	7-3½	18¾	FP	En	No	M	CI	LN	P.Ow	Mo	Spi	Tim 35100H	Ros	L4IHV	486	a	TX	171	107	34	48x3	60x3	½
49	672	17.	420	57.0	125-1800	H	G	C	7-3¼	16½	CC	En	No	M	CI	DR	D.Ow	Mo	Spi	Tim 35100H	Ros	L4IHV	486	a	TX	171	107	34	48x3	60x3	½
50	462	17.	275	46.0	100-2200	H	G	A	7-3½	13¾	FP	En	No	M	CI	LN	P.Ow	Mo	Spi	Tim 35000N	Ros	O2IMV	576	s	TX	169	105	34	48x3	60x3	½
51	672	17.	420	57.0	125-1800	H	G	C	7-3¼	16½	CC	En	No	M	CI	DR	P.Ow	Mo	Spi	Tim 35000N	Ros	O2IMV	576	s	TX	169	105	34	48x3	60x3	½
52	585	17.	350	54.1	122-2000	H	G	A	7-3½	18¾	FP	En	No	M	CI	LN	P.Ow	Pe	Spi	Tim 26452N	Ros	O2IMV	698	s	JX	168	107	34	48x3	60x3	½
53	672	17.	420	57.0	125-1800	H	G	C	7-3¼	16½	CC	En	No	M	CI	DR	D.Ow	Pe	Spi	Tim 27452N	Ros	O2IMV	666	s	JX	170	109	34	48x3	60x3	½
54	228	5.0	155	27.3	65-2800	L	G	C	7-2¾	10¼	FP	No	Str	P	DR	DR	P.BB	Fe	Spi	Cla	Ros	L4IH	254	a	TX	88	51⅜	32	38½x2¼	50x2½	N
55	228	5.0	155	27.3	65-2800	L	G	C	7-2¾	10¼	FP	No	Str	P	DR	DR	P.BB	Fe	Spi	Cla	Ros	L4IH	254	a	TX	92	51⅜	32½	38½x2¼	50x2½	N
56	228	5.0	155	27.3	65-2800	L	G	C	7-2¾	10¼	FP	No	Str	P	DR	DR	P.BB	Fe	Spi	Cla	Ros	L4IH	266	A	TX	92	51⅜	32½	38½x2¼	50x2½	½
57	299	5.0	205	33.7	85-2750	L	G	A	4-2⅝	9⅜	FP	Mo	Str	P	DR	DR	P.BL	Fe	Spi	Cla	Ros	B4IM	366	E	TX	104½	58⅝	32½	38½x2¼	50x3	½
58	245	5.4	165	29.4	70-2800	L	G	C	7-2⅝	10¼	FP	No	Str	P	DR	DR	P.BB	Fe	Spi	Cla	Ros	L4IH	349	a	TX	106	64½	32½	38½x2¼	50x3	½
59	299	5.0	205	33.7	85-2750	L	G	A	4-2⅝	9⅜	FP	Mo	Str	P	DR	DR	P.BL	Fe	Spi	Cla	Ros	B4IM	478	E	TX	127½	79	32¼	40x3	50x3	½
60	322	4.6	224	36.5	100-2700	L	G	A	4-2¾	10¼	FP	Mo	Str	P	DR	DR	D.Fu	Fe	Spi	Cla	Ros	B4IM	478	E	TX	129¾	79	32¼	40x3	50x3	½
61	282	5.4	190	33.7	80-2800	L	G	C	7-2⅝	10¼	FP	No	Str	P	DR	DR	P.BB	Fe	Spi	Cla	Ros	L4IH	349	a	TX	109	64½	32¼	38½x2¼	50x3	½
62	420	5.2	300	45.0	130-2800	L	G	A	5-2¾	12	FP	Ly	Str	P	DR	DR	P.BL	Fe	Spi	Cla	Ros	B4IM	478	E	TX	128½	73½	32¼	40x3	56x3	½
63	381	5.2	240	41.0	85-2500	L	G	C	7-2⅝	12½	FP	Wa	Str	P	DR	DR	P.BB	Fe	Spi	Cla	Ros	B4IM	550	E	TX	121½	71½	32¼	40x3	56x3	½
64	462	4.6	300	46.0	100-2000	L	G	A	7-3	13⅞	FP	Wa	Str	P	DR	DR	P.BL	Fe	Spi	Eat	Ros	B4IM	550	E	TX	128½	75⅝	32¼	40x3	56x3	½
65	420	5.2	300	45.0	130-2800	L	G	C	5-2¾	12	FP	Ly	Str	P	DR	DR	P.BL	Fe	Spi	Eat	Ros	B4IM	550	E	TX	128½	73½	32¼	40x3	56x3	½
66	517	4.5	330	51.3	110-2000	L	G	C	7-3	13⅞	FP	Wa	Str	P	DR	DR	P.BL	Mo	Spi	Eat	Ros	B4IM	614	E	TX	128	73½	34	40x3	56x4	½
67	517	4.5	330	51.3	110-2000	L	G	C	7-3	13⅞	FP	Wa	Str	P	DR	DR	P.BL	Mo	Spi	Eat	Ros	B4IM	614	E	TX	128	73½	34	40x3	56x4	½
68	230	4.6	154	25.4	75-3200	L	G	C	4-2½	8	CC	No	Car	M	DR	DR	P.Lo	Mc	MM	Cla F212	Ros	B4IM	231	a	4I	85⅜	48⅛	33	36x1¾	45x2½	O
69	230	4.6	154	25.4	75-3200	L	G	C	4-2½	8	CC	Ha	Car	M	DR	DR	P.Lo	Mc	MM	Cla F212	Ros	B4IMV	231	a	4I	85⅜	48⅛	33	36x1¾	45x2½	½
70	230	4.6	154	25.4	75-3200	L	G	C	4-2½	8	CC	Ha	Car	M	DR	DR	dp.Lo	Mc	MM	Tim 31020	Ros	B4IMV	284	D	4I	97¼	60	34	39x2	56x3	½
71	230	4.6	154	25.4	75-3200	L	G	C	4-2½	8	CC	Ha	Car	M	DR	DR	dp.Lo	Mc	MM	Tim 31020	Ros	B4IMV	284	D	4I	167	102	34	39x2	56x3	½
72	230	4.6	154	25.4	75-3200	L	G	C	4-2½	8	CC	Ha	Zen	M	DR	DR	dp.Lo	Mc	MM	Tim 31020	Ros	B4IMV	420	a	4I	97	60	34½	39x2½	56x3	½
73	358	5.1	254	38.4	110-2800	F	G	A	7-2⅞	11	FP	Wa	Zen	M	DR	DR	P.LI	Mc	MM	Tim 31020	Ros	B4IMV	420	D	4I	97	60	34½	39x2½	56x3	½
74	358	6.2	228	38.4	80-2400	L	G	C	7-2⅝	12½	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 33000H	Ros	L4IHV	282	a	TD	144	90⅜	33	41x2¼	52x3	½
75	358	6.2	228	38.4	80-2400	L	G	C	7-2⅝	12½	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 33000H	Ros	L4IHV	330	a	TD	144	90⅜	33	41x2½	52x3	½
76	381	6.5	242	40.8	85-2500	L	G	C	7-2⅝	12½	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 33000H	Ros	L4IHV	391	a	TD	144	90⅜	33	41x2½	52x3	½
77	381	6.5	242	40.8	85-2500	L	G	C	7-2⅝	12½	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 35000H	Ros	L4IHV	391	a	TD	168	105	33	41x2½	52x3	½
78	462	4.6	300	45.9	102-2400	L	G	C	7-3	13⅞	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 35000H	Ros	L4IHV	391	a	TD	168	105	33	41x2½	52x3	½
79	462	4.6	300	45.9	102-2400	L	G	C	7-3	13⅞	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 35000H	Ros	L4IHV	460	a	TD	168	105	33	41x2½	52x3	½
80	381	6.5	242	40.8	85-2500	L	G	C	7-2⅝	12½	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 35000H	Ros	L4IHV	460	a	TD	168	105	33	41x2½	52x3	½
81	462	4.6	300	45.9	102-2200	L	G	C	7-3	13⅞	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 35000H	Ros	L4IHV	460	a	TD	168	105	33	41x2½	52x3½	½
82	517	4.6	335	51.3	110-2300	L	G	C	7-3	13⅞	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Spi	Shu 673B	Ros	Ws4IA	617	A	TD	168	103	34	41x3	54x3½	½
83	462	4.6	300	45.9	102-2400	L	G	C	7-3	13⅞	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Spi	Tim35100TW	Ros	Ws4IA	617	a	TD	207	115⅜	33	42x3	56x3½	½
84	677	5.5	465	60.	145-2000	L	G	C	4-3½	11¼	FP	Wa	Zen	M	DR	DR	dp. BL	Pe	Spi	Tim27452H	Ros	L4IHV	560	a	TD	192	117½	33	42x3	56x3½	½
85	517	4.6	335	51.3	110-2300	L	G	C	7-3	13⅞	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 35100H	Ros	L4IHV	560	a	TD	192	117½	33	40x3	56x3½	½
86	517	4.6	335	51.3	110-2300	L	G	C	7-3	13⅞	FP	Wa	Zen	M	DR	DR	dp. BL	Pe	Spi	Tim35100TW	Ros	Ws4IA	617	a	TD	207	115⅜	33	40x3	56x3½	½
87	462	4.6	300	45.9	102-2400	L	G	C	7-3	13⅞	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 16302	Ros	T2IMV	470	a	TD	124	88	37	44x3	56x3½	½
88	677	5.5	465	60.	145-2000	L	G	C	4-3½	11¼	FP	Wa	Zen	M	DR	DR	dp. BL	Pe	Spi	Tim27452TW	Ros	Ws4IA	746	a	TD	192	117½	33	42x3	56x4	½
89	677	5.5	465	60.	145-2000	L	G	C	4-3½	11¼	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Spi	Tim27452TW	Ros	Ws4IA	617	a	TD	207	115⅜	33	42x3	56x3½	½
90	672	17.	420	57.	125-1800	H	G	C	7-3¼	16½	CC	En	No	M	CI	LN	dp.BL	Pe	Spi	Tim35100TW	Ros	Ws4IA	617	A	TD	67½	100¼	34	41x3	54x3½	½
91	672	17.	420	57.	125-1800	H	G	C	7-3¼	16½	CC	En	No	M	CI	LN	dp.BL	Pe	Spi	Tim27452TW	Ros	Ws4IA	617	A	TD	67½	100¼	34	41x3	54x4	½
92	240	4.6	150	26.3	•68-2400	L	G	C	4-2½	8	FP	Mo	Str	M	DR	DR	P.Lo	Ow	Spi	Own 4D	Ros	L4IHV	276	a	TX	98	60	34	39x2¼	50x2½	½
93	240	4.6	150	26.3	•68-2400	L	G	C	4-2½	8	FP	Mo	Str	M	DR	DR	P.Lo	Ow	Spi	Own 4D	Ros	L4IHV	276	a	TX	98	60	34	39x2¼	50x2½	½
94	240	4.6	150	26.3	•68-2400	L	G	C	4-2½	8	FP	Mo	Str	M	DR	DR	P.Lo	Ow	Spi	Own 4D	Ros	L4IHV	276	a	TX	98	60	34	39x2¼	50x2½	½
95	240	4.6	150	26.3	•68-2400	L	G	C	4-2½	8	FP	Mo	Str	M	DR	DR	P.Lo	Ow	Spi	Own 4D	Ros	L4IHV	276	a	TX	98	60	34	39x2¼	50x2½	½
96	299	5.5	202	33.7	77-2400	L	C	C	7-2⅝	10	FP	Ha	Zen	V	DR	DR	P.Ow	Ow	Spi	Own 7D	Ha	L4IH	343	a	TX	115	68	34½	41x2½	54x3	N
97	240	4.6	150	26.3	68-2400	L	G	C	4-2½	8	FP	Mo	Str	M	DR	DR	P.Lo	Ow	Spi	Own 18D	Ros	L4IHV	352	a	TX	128	84	34	39x2¼	54x3	½
98	299	5.5	202	33.7	77-2400	L	C	C	7-2⅝	10	FP	Ha	Zen	V	DR	DR	P.Ow	Ow	Spi	Own 7D	Ha	L4IHV	343	a	CX	115	68	34½	41x2½	54x3	N
99	434	4.9	275	42.8	105-2100	H	C	S	7-2¾	13⅛	FP	Ow	Zen	M	DR	DR	P.Ow	Ow	Spi	Own 11D	Ros	LO4IHV	414	a	CI	107½	67½	34	41x2½	54x3	N
100	299	5.5	202	33.7	77-2400	L	C	C	7-2⅝	10	FP	Ha	Zen	V	DR	DR	P.Ow	Ow	Spi	Own 7D	Ha	L4IH	343	a	TX	123¾	76¾	34	39x2½	54x2	N
101	303	5.5	204	34.3	85-2400	L	G	C	7-2⅞	10	FP	Mo	Zen	M	DR	DR	P.Ow	Ow	Spi	Own 7D	Ros	L4IHV	428	a	TX	134¾	84¼	34	41x2½	54x3	N
102	299	5.5	202	33.7	77-2400	L	C	C	7-2⅝	10	FP	Ha	Zen	V	DR	DR	P.Ow	Ow	Spi	Own 11DC	Ros	LO4IHV	414	a	2I	140	84	34	41x2½	54x3	N
103	434	4.9	275	42.8	105-2100	H	C	S	7-2¾	13⅛	FP	Ow	Zen	M	DR	DR	P.Ow	Ow	Spi	Own 11D	Ros	LO4IHV	484	a	CI	107½	67½	34	41x2½	54x3½	N
104	434	4.9	275	42.8	105-2100	H	C	S	7-2¾	13⅛	FP	Own	Zen	M	DR	DR	P.Ow	Ow	Spi	Own 6D	Ros	LO4IHV	553	a	CI	160	100	34½	42x3	56x3½	½
105	299	5.5	202	33.7	77-2400	L	C	S	7-2⅝	10	FP	Ha	Zen	V	DR	DR	P.Ow	Ow	Spi	Own 11DC	Ros	LO4IHV	414	a	2I	150⅜	74¾	34	41x2½	54x3	N
106	434	4.9	275	42.8	105-2100	H	C	S	7-2¾	13⅛	FP	Ow	Zen	M	DR	DR	P.Ow	Ow	Spi	Own 9D	Ros	O4IHV	483	a	CI	160	100	34½	42x3	54x3	½
107	434	4.9	275	42.8	105-2100	H	C	S	7-2¾	13⅛	FP	Ow	Zen	M	DR	DR	P.Ow	Ow	Spi	Own 6D	Ros	O4IHV	553	a	CI	144⅞	84⅞	34½	42x3	56x3½	½
108	434	4.9	275	42.8	105-2100	H	C	S	7-2¾	13⅛	FP	Ow	Zen	M	DR	DR	P.Ow	Ow	Spi	Own 9D	Ros	O4IHV	591	a	CI	160	100	34½	42x3	56x3½	½
109	580	4.6	385	51.3	130-2050	H	C	S	7-3	15⅛	FP	Ow	Zen	E	LN	LN	P.Ow	Ow	Spi	Own 6D	Ros	O4IA	553	a	CI	156¾	91¾	34½	42x3	56x3½	½
110	580	4.6	385	51	3 130-2050	H	C	S	7-3	15⅛	FP	Ow	Zen	E	LN	LN	P.Ow	Ow	Spi	Own 9D	Ros	O4IA	591	a	CI	172	107	34½	42x3	56x3½	½
111	465	6.2	317	63.0	128-2600	L	G	C	7-2⅞	13¾	FP	Ow	Zen	M	DR	DR	P.Ow	Ow	Spi	Own 20D	Ros	O4IA	632	a	CI	236	138	34	46x3	56x3½	½
112	326	4

Line Number	MAKE AND MODEL	GENERAL (See Keynote) Tonnage Rating	Chassis Price	Standard Wheelbase	Max. W. B. Furnished	Gross Vehicle Weight	Chassis Wt. (Stripped)	TIRE SIZE Front	Rear	ENGINE Make and Model	No. of Cylinders, Bore and Stroke	TRANSMISSION Make and Model	Location, Forward Speeds	Aux. Location and Speeds	REAR AXLE Make and Model	Gear and Type	Drive&Torque	GEAR RATIOS In High	In Low	FRAME Side Rail Dimensions	Type
1	Willys.....77		***	100	100	.....	1584	B5.25/17	B5.25/17	Own 77	4-3½x4½	Own 77	U 3	No	Own 77	S½	H	4.3	12.5	3¾x1¼x¼	T
2	.....77 Panel	750 lbs.	***	100	100	2225	1584	B5.25/17	B5.25/17	Own 77	4-3½x4½	Own 77	U 3	No	Own 77	S½	H	4.3	12.5	3¾x1¼x¼	T
	Four-Wheel-Drive																				
3	Coleman.....E52	2½	3800	120	144	12800	7200	B9.00/24	B9.00/24	Bud K393	6-4¼x4¾	Fu RU 16	U 4	A 2	Wis CR15	2F	H	Opt	Opt	10x2½x⅞	B
4	.....E53	3½	5300	130	180	18900	8000	B9.75/24	B9.75/24	Bud K428	6-4½x4¾	Fu MRU16	U 4	A 2	Wis CR26	2F	H	Opt	Opt	12x2½x¼	B
5	.....E54	4-5	5600	130	180	20400	8800	B10.50/24	B10.50/24	Bud L468	6-4¼x5½	Fu MRU16	U 4	A 2	Wis CR30	2F	H	Opt	Opt	12x2½x1½	B
6	.....E55	5	6150	130	180	23000	9600	B11.25/24	B11.25/24	Bud L525	6-4½x5½	Fu MRU16	U 4	A 2	Wis CR30	2F	H	Opt	Opt	12x2½x1½	B
7	.....E55S	5-6	7200	144	180	24500	10600	B11.25/24	B11.25/24	Bud L525	6-4¼x5½	Fu MHU16	U 4	A 2	Wis CR122	2F	H	Opt	Opt	12x2½x1¼	B
8	.....E56	6-7½	7800	144	180	29800	11600	B10.50/24	DB10.50/24	Bud GF6	6-4¾x6	Fu MHU	U 4	A 2	Wis CR122	2F	H	Opt	Opt	12x2¾x1¼	B
9	.....E57	7½–10	9700	144	180	32000	12400	B11.25/24	DB11.25/24	Ste LT6	6-5½x6	BL 714	U 4	A 2	Wis CR122	2F	H	Opt	Opt	16x3x1¼	B
10	Corbitt (3)...10FB6	1½–2	2300	Op	Op	.....	4420	B6.50/20	DB6.50/20	Con 25A	6-3¼x4	BL 214	U 4	A 2	Tim 53200H	SF	H	6.20	Opt	8¼x3x⅛	T
11	.....9FB6	2–2½	3200	Op	Op	.....	5060	B7.00/20	DB7.00/20	Con 20C	6-3⅝x4⅝	BL 224	U 4	A 2	Tim 54200H	SF	H	6.80	Opt	8¼x3x⅛	T
12	.....12FB6	2½–3½	4000	Op	Op	.....	5630	B7.50/20	DB7.50/20	Con E602	6-4½x4½	FuL 5A38	U 5	A 2	Tim 56200H	SF	H	7.40	Opt	9x3x¼	T
13	.....12FD6	2½–3½	4300	Op	Op	.....	5730	B7.50/20	DB7 50/20	Con E602	6-4½x4½	FuL 5A38	U 5	A 2	Wis 4916L	2F	H	7.36	Opt	9x3x¼	T
14	.....15FD6	3–4	5700	Op	Op	.....	8100	B8.25/20	DB8.25/20	Con 21R	6-4⅝x4¾	FuL 5A53	U 5	A 2	Wis 70000L	2F	H	8.00	Opt	9x3x¼	T
15	.....18FD6	3½–5	6300	Op	Op	.....	9200	B9.00/20	DB9.00/20	Con 22R	6-4½x5¼	FuL 5A53	U 5	A 2	Wis 1237H	2F	H	8.00	Opt	9x3x¼	T
16	FWD.....HS	1½	2400	132	142	11200	4700	B6.50/20	DB6.50/20	Wau BK	6-3¼x4¼	BL 224	U 4	A 1	Tim 63620	S	H	5.58	34.6	6x3x⅛	C
♦ 17	.....H4	1½–2	3325	120	160	12800	5300	P34x7	P34x7	Wis 8U	4-4x5	Cot A	A 4	Op	Own H	BF	H	7.86	38.0	5⅛x2¼x⅓	C
♦ 18	.....H6	2–2½	3385	133	180	14800	5900	P9.00/20	Wau MS	6-3¾x4¾	BL 51	U 4	No	Own H	BF	H	8.92	47.7	5⅛x2¼x⅓	C
♦ 19	.....HH-6	2½–3	4135	138	170	18700	6900	P9.75/20	P9.75/20	Wau MK	6-4¼x4¾	BL 55	A 7	R 2	Own U	BF	H	6.95	84.7	5⅛x2¼x⅓	C
♦ 20	.....B	3	4200	124	156	16700	6460	S36x6	S36x6	Own A	4-4¾x5½	Cot DAF	A 3	Op	Own B	BF	H	8.9	35.6	5⅛x2¼x⅓	C
♦ 21	.....CU-6	3½–4	4985	147	179	21300	8170	B10.50/20	B10.50/20	Wau SRS	6-4½x5½	Own U	A 5	Op	Own U	BF	H	7.35	73.	7x3x⅛	C
♦ 22	.....CU6A	3½–4	4685	147	179	21100	8000	B10.50/20	B10.50/20	Wau SRS	6-4½x5½	BL 5352	U 5	Op	Own U	BF	H	6.72	55.2	7x3x⅛	C
♦ 23	.....SSU	4-5	5135	147	179	23600	8400	B11.25/20	B11.25/20	Wau SRL	6-4½x5½	Own U	A 5	Op	Own U	BF	H	7.35	73.	7x3x⅛	C
♦ 24	.....SSUA	4-5	4835	147	179	23300	8100	B11.25/20	B11.25/20	Wau SRL	6-4¾x5½	BL 5352	U 5	Op	Own M	BF	H	7.35	73.	7x3x⅛	C
♦ 25	.....M5	5–7½	7400	165	195	31700	11600	B12.75/20	B12.75/20	Wau SRK	6-4¾x5½	BL 734	U 4	A 2	Wis 131W	2F	H	10 0	207.	8x3x⅛	C
26	.....MF6	5–6	5785	147	179	24300	9100	B10.50/20	DB10.50/20	Wau SRK	6-4¾x5¾	Own U	A 5	Op	Own M	BF	H	7.35	73.0	8x3x⅛	C
♦ 27	(Fr't.-Wh.-Dr.) LBU	5–6	4800	171	Op	23600	9000	B9.00/20	DB9.00/20	Wau SRS	6-4¼x5½	BL 55	U 4	Op	Own U	D	H	7.35	39.5	7x3x⅛	C
28	.....MJ5	5–6	6335	165	195	27700	10700	B10.50/20	DB1050/20	Wau SRK	6-4¾x5½	BL 734	U 4	A 2	Wis	2F	H	7.50	188.	8x3x⅛	C
♦ 29	.....(T)T-26	6–7	2500	127	Op	26000	4950	B9.00/20	Wau BK	6-3¾x4¾	BL 224	U 4	A 1	Tim 53620	S	H	7.1	43.9	6x3x⅛	C
♦ 30	.....M7	7½–10	8500	165	195	37600	12300	P40x10	DP40x10	Wau RB	6-5½x6	BL 734	U 4	A 2	Wis 131W	2F	H	8.36	173.	10x3x⅛	C
31	.....(T)60-T	20–25	6300	134	Op	60000	10000	B10.50/20	DB10.50/20	Wau 125	6-4¾x5½	Own U	A 5	Op	Own M	BF	H	7.35	73.	7x3x⅛	C
32	.....(T)72-T	25–30	7000	120	Op	72000	10450	B9.75/20	DB9.75/20	Wau 125	6-4¾x5½	BL 734	U 4	No	Wis 1237	2F	H	6.7	47.4	8x3x¼	C
33	Indiana.....12X4	1½	2650	141	...	10000	4350	B6.50/20	DB6.50/20	Her JXC	6-3¼x4¼	BL	U 4	A 2	Tim 53200H	SF	H	5.14	54.0	7⅛x2½x⅓	C
34	.....14X4	2½	3950	141	...	14000	5900	B7.50/20	DB7.50/20	Her WXB	6-3¼x4½	BL	U 4	U 2	Wis	SF	H	5.40	50.0	7⅛x2½x⅓	C
35	.....16X4	3	4850	156	...	16000	7500	B8.25/20	DB8.25/20	Her WXC2	6-4¼x4½	BL	U 4	U 2	Wis	2F	H	6.06	89.0	8x3x¼	C
36	.....18X4	3½	5850	160	...	21000	9000	B9.00/20	DB9.00/20	Her YXC	6-4½x4¾	BL	U 4	A 2	Wis	2F	H	7.83	110.	8½x3x⅛	C
37	.....18x4A	3½	5400	160	224	21000	8700	B9. 00/20	DB9.00/20	Her YXC	6-4¾x4¾	BL	U4	A 2	Tim	SF	H	6.14	38.6	8½x3x¼	C
38	.....20X4	4½	7200	188	...	24000	9800	B9.75/20	DB9.75/20	Her RXB	6-4½x5¼	BL	U 4	A 2	Wis	2F	H	8.00	128.	8½x3x⅛	C
39	.....22X4	5	10000	200	...	31000	14000	B10.50/20	DB10.50/20	Her HXC	6-5¼x6	BL	U 4	A 2	Wis	2F	H	9.11	86.0	8¼x3⅛x⅓	C
♦ 40	Mar.-Herr.....A10	1½–2	2350	135	155	.....	4705	B6.50/20	DB6.50/20	Her JXA	6-3¼x4¼	WG T9	U 4	A 2	Own-Tim	BF	H	6.60	82.3	7⅛x2¼x⅓	C
♦ 41	.....A20	2½–3	3250	135	155	.....	5345	B7.50/20	DB7.50/20	Her JXC	6-3¾x4¼	Cla R116	U 5	A 2	Own-Tim	BF	H	5.83	80.4	7⅛x2½x⅓	C
♦ 42	.....A30	3½–4	4300	155	167	.....	7050	B8.25/20	DB8.25/20	Her WXC	6-4x4½	Fu 5-A-380	U 5	A 2	Own-Tim	BF	H	6.17	105.	9⅛x3x⅓	C
♦ 43	.....A40	4-4½	4800	155	167	.....	7955	B9.00/20	DB9.00/20	Her WXC3	6-4¼x4½	Fu 5-A-380	U 5	A 2	Own-Tim	BF	H	7.80	133.	9⅛x3x⅓	C
♦ 44	.....A50	4-4½	5700	155	167	.....	8100	B9.00/20	DB9.00/20	Her WXC3	6-4¼x4½	Fu 5-A-380	U 5	A 2	Own-Wis	2F	H	8.0	136.	9⅛x3x⅓	P
♦ 45	.....TH300	4½	6150	163	193	.....	8585	B9.75/20	DB9.75/20	Her YXC	6-4½x4¾	Fu 5-A-380	U 5	A 2	Own-Wis	2F	H	8.0	143.	8½x3x⅛	P
♦ 46	.....TH310	5–5½	7150	163	193	.....	9650	B9.75/20	DB9.75/20	Her YXC3	6-4½x4¾	Fu 5-A-530	U 5	A 2	Own-Wis	2F	H	8.0	153.	8½x3x⅛	P
♦ 47	.....TH310A	6	8050	163	193	.....	10300	B9.75/22	DB9.75/22	Her RXC	6-4½x5¼	Fu 5-A-530	U 5	A 2	Own-Wis	2F	H	8.05	146.	8½x3x⅛	P
♦ 48	.....(13) TH315	7	9350	180	216	.....	12500	B10.50/20	DB10.50/20	Her HXB	6-5x6	BL 724	U 4	A 3	Own-Wis	2F	H	8.05	146.	8½x3x⅛	P
♦ 49	.....(13) TH320	8–9	11500	198	228	.....	13750	B10.50/24	DB10.50/24	Her HXC	6-5¼x6	BL 724	U 4	A 3	Own-Wis	2F	H	8.88	184.	10x3x⅛	P
50	Oshkosh.....JB	1½–2	2280	146	170	10550	4975	B7.00/20	DB7.00/20	Her JXB	6-3¼x4¼	WG T9	U 4	A 2	Own JB	F	H	5.14	63.7	6x3½x¼	F
51	.....JC	2	2380	146	170	10565	4990	B7.00/20	DB7.00/20	Her JXC	6-3¾x4¼	Fu MLU	U 4	A 2	Own JC	F	H	5.14	51.4	6x3½x¼	F
52	.....WLD	3–3½	4885	146	201	18500	6900	B9.75/20	B9.75/20	Her WXC3	6-4¼x4½	Fu 5-A-380	U 5	A 2	Own WLD	2F	H	8.40	93.1	7x3x¼	....
53	.....WLX	3–3½	4490	146	201	18300	6700	B9.75/20	B9.75/20	Her WXC2	6-4¼x4½	Fu 5-A-380	U 5	A 1	Own WLX	2F	H	6.36	50.1	7x3x¼	....
54	.....B3S	3½–4	4960	146	165	19475	8175	B10.50/20	B10.50/20	Her WXC3	6-4¼x4½	Fu 5-A-380	U 5	A 2	Own B3S	SF	H	6.10	86.2	7x3x¼	L
55	.....B3D	3½x4	5490	146	165	19700	8400	B10.50/20	B10.50/20	Her WXC3	6-4¼x4½	Fu 5-A-380	U 5	A 2	Own B3D	2F	H	7.00	98.0	7x3x¼	L
56	.....C3S	4-5	5250	148	165	21850	8350	B11.25/20	B11.25/20	Her YXC2	6-4½x4¾	Fu 5-A-530	U 5	A 2	Own C3S	SF	H	6.10	86.8	7x3x¼	L
57	.....C3D	4-5	5945	146	165	22200	8700	B11.25/20	B11.25/20	Her YXC2	6-4½x4¾	Fu 5-A-530	U 5	A 2	Own C3D	2F	H	6.40	90.2	7x3x¼	L
58	.....FC	5	6190	146	165	22725	9225	B11.25/20	B11.25/20	Her RXB	6-4½x5¼	Fu 5-A-530	U 5	No	Own FC	2F	H	7.60	67.6	7x3x¼	L
59	.....FB	5–6	6590	146	165	26000	10000	B11.25/20	B11.25/20	Her RXC	6-4½x5¼	Fu 5-A-530	U 5	A 2	Own FB	2F	H	7.60	106.	7x3x¼	L
60	.....FD	6–7½	7350	146	165	30000	11500	B10.50/20	DB10.50/20	Her RXC	6-4½x5¼	Fu 5-A-530	U 5	A 2	Own FD	2F	H	7.20	181.	8x3x¼	L
61	.....BG3	7½–10	8500	165	175	37000	13200	P40x10	DP40x10	Her HXB	6-5x6	BL 734	U 4	A 3	Own BG3	2F	H	6.20	101.	10x3¼x½	L
62	.....GD	10	10000	165	175	38000	14200	B13.50/20	B13.50/20	Her HXD	6-5½x6	BL 734	U 4	A 3	Own GD	2F	H	6.10	99.3	10x3¼x½	L
63	Walter.....FN	2½–3½	4600	126	150	16000	6500	B9.75/20	B9.75/20	Own 6MK	6-4¼x4¾	Own FN	U 5	No	Own FN	2D	H	7.0	70.0	7x2¾x¼	P
64	.....FM	4-5	5500	126	150	20000	7500	B9.00/20	DB9.00/20	Own 6SRL	6-4⅝x5½	Own FM	U 5	No	Own FM	2D	H	6.9	60.0	12x2¾x¼	P
♦ 65	.....FCKD	5–6	6600	124	136	25000	9000	B9.75/24	DB9.75/24	Own SRK	6-4⅝x5½	Own FK	U 5	No	Own FK	2D	H	8.5	85.0	12x3¾x¼	P
♦ 66	.....FCS	5–7	7200	136	160	27000	9500	B9.75/24	DB9.75/24	Own 6SRK	6-4⅝x5½	Own FK	U 5	No	Own FH	2D	H	8.5	85.0	13x3x¼	P
♦ 67	.....FBS	5–8	8000	136	160	30000	10500	B10.50/24	DB10.50/24	Own 6RB	6-5x5¾	Own FH	U 5	No	Own FH	2D	H	8.5	85.0	13x3x¼	P
♦ 68	.....FBRS	7–10	8600	136	160	35000	11500	B11.25/24	DB11.25/24	Own 6RB	6-5x5¾	Own FH	U 5	No	Own FHR	2D	H	8.5	85.0	13x3x¼	P
	Six-Wheelers																				
69	B'kway 180SBT	2C	5–7½	4350	212	224	28000	9795	B8.25/20	BD8.25/20	Con 32B	6-4½x4½	Fu 5-A-38	U 5	Op	Tim SBT-251	SF	T	6.14	48.5	8¼x3x½	B
70	Corbitt.....16SFD	6	2-3	5500	Op	Op	.....	5110	B6.50/20	DB6.50/20	Con E602	6-4¼x4¼	Fu 5-A-38	U 5	A 2	Tim SD75H	2F	R	7.36	Opt	7x3½x¼	T
71	.(3)..16SFD8	6	2½–4	5900	Op	Op	.....	7040	B7.50/20	DB7.50/20	Lyc AEF	8-3¾x4¾	Fu 5-A-53	U 5	A 2	Tim SD75W	2F	R	7.36	Opt	8x3½x¼	T
72	.....20SW6	4R	3-5	5720	Op	Op	.....	9000	B7.50/20	DB7.50/20	Con 20R	6-4¼x4¾	BL 615	U 5	No	Tim SW151TW	w/2F	R	Opt	Opt	8x3½x¼	T
73	.....28SW6	4R	5–7½	6380	Op	Op	.....	10000	P34x7	DP34x7	Con 21R	6-4⅝x4¾	BL 607	A 7	No	Tim SW251TW	w/2F	R	Opt	Opt	8x3x⅛	C
74	.....28SFD6	6	5–7½	8900	Op	Op	.....	11700	B8.25/20	DB8.25/20	Con 22R	6-4½x5¼	Fu 5A53	U 5	A 2	Tim SD251W	2F	R	8.44	Opt	9x3x¼	T
75	.....36SW6	4R	7½–10	8800	Op	Op	.....	11500	P36x8	DP36x8	Con 21R	6-4⅝x4¾	BL 607	A 7	No	Tim SW310W	w/2F	R	Opt	Opt	10¼x3x⅛	T
76	.....36SFD6	6	7½–10	12300	Op	Op	.....	14600	B9.00/22	DB9.00/22	Her HXB	6-5x6	BL 734	U 4	A 3	Tim SD320W	2F	R	8.15	Opt	10¼x3x⅛	T
77	.....40SW6	4R	10–15	11000	Op	Op	.....	13000	P38x9	DP38x9	Con 16H	6-4¾x5¾	BL 707	A 7	No	Tim SW420W	w/2F	R	Opt	Opt	10¼x3x⅛	T
78	.....45SFD6	6	10–15	16900	Op	Op	.....	15400	B9.75/22	DB9.75/22	Her HXC	6-5¼x6	BL 734	U 4	A 3	Tim SD420W	2F	R	8.15	Opt	10¼x3x⅛	T
79	Day Elder..150		3	1645	176	189	15000	5300	B6.00/20	DB6.00/20	Her JXB	6-3¾x4¼	WG T9	U 4	No	Tim SBT75	BF	H	5.66	36.2	7x3½x¼	C
80	285	4R	8	5295	205	234	29500	12000	B8.25/20	DB8.25/20	Her RXC	6-4¾x5¼	BL 534	U 4	No	Ti SWD251H	WF	R	7.50	47.6	10x3¾x⅛	C
81	345	4R	10	6395	205	234	34500	12500	B9.00/20	DB9.00/20	Her RXC	6-4¾x5¼	BL 534	U 4	No	Ti SWD320W	WF	R	8.50	54.0	10x3¾x⅛	C
82	402	4R	12	7495	205	234	40200	14200	B9.75/20	DB9.75/20	Her RXC	6-4¾x5¼	BL 725	U 5	No	TiSWD420W	WF	R	9.0	63.6	10x3¾x⅛	C
83	DodgeBros.KS75	2C	3–9	3995	221	221	30000	8350	B9.00/20	DB9.00/20	Own	6-3½x5	Own	U 4	No	Own	SF	H	7.13	48.2	10x3¼x⅛	C
84	Fageol..226HP	2R	5–6	3150	195	220	22600	7600	B7.50/20	DB7.50/20	Wau 6–90	6-3¾x4¾	BL234	U 4	No	Tim SBT151	BF	R	7.4	47.4	6x3x⅛	C
♦ 85	.....326HP	2R	6–8	4850	195	220	30400	9700	B9.00/20	DB9.00/20	Wau 6–110	6-4x4½	BL524	U 4	No	Tim SBT251	BF	R	7.8	56.8	8¾x3x¼	C
♦ 86	.....8-46HP	4R	8	8000	195	220	40500	14100	B9.75/20	DB9.75/20	Wau 6–125	6-4½x5½	BL 734	U 4	A 3	Tim Own	WF	R	5.7	120.4	8x3¼x⅛	C
♦ 87	.....8-46AL	4R	8	9000	195	220	40500	11950	B9.75/20	DB9.75/20	Wau 6-125	6-4½x5½	BL 734	U 4	A 3	Tim Own	WF	R	5.7	120.4	15x4x⅜	T
♦ 88	(D) 846AL-D	4R	8	11000	195	200	40500	13050	B9.75/20	DB9.75/20	Wau 6D125	6-4½x5½	BL 734	U 4	A 3	Tim-Own	WF	R	5.7	120.	15x4x⅜	T
♦ 89	.....10-46RB	4R	10	9200	232	232	56000	15300	B9.75/20	DB9.75/20	Wau 6RB	6-5x5¾	BL 734	U 4	A 3	Tim Own	WF	R	6.2	135.2	8¼x4x⅜	T
♦ 90	.....10-46AL	4R	10	10200	232	232	56000	13200	B9.75/20	DB9.75/20	Wau 6RB	6-5x5¾	BL 734	U 4	A 3	Tim Own	WF	R	6.2	135.2	15x4x⅜	T
♦ 91	(D) 1046AL-D	4R	10	11575	232	232	56000	14300	B9.75/20	DB9.75/20	Wau 6D140	6-5x5½	BL 734	U 4	A 3	Tim-Own	WF	R	6.2	135.	15x4x⅜	T
92	Federal.....21	2R	3	1420	172	198	15000	4800	B6.00/20	DB6.00/20	Her JXB	6-3½x4¼	WG T9	U 4	No	Cla B412	SF	R	6.38	40.8	8½x2⅓x⅓	TL
♦ 93	FWD.....MX6	6	10–15	12255	200	Op	52400	17100	B13.50/20	B13.50/20	Wau RB	6-5x5¾	BL 734	U 4	A 2	Wis 131TW	2F	H	8.36	173.	10x3x⅛	C
94	.....X6	4F	10–12	8165	170	Op	40000	13400	B10.50/20	DB10.50/20	Wau 125	6-4½x5½	Own U	A 5	Op	Own X	BF	H	6.72	66.8	7x3x⅛	C
95	Hendrick'n.21D	4R	2–6	3500	Op	Op	21000	6800	B7.50/20	DB7.50/20	Wau 6-90	6-3¼x4¾	Fu 5-A-38	U 5	No	Own 989	SF	H	Opt	Opt	8x3x¼	C
96	.....25D	4R	3–8	3900	Op	Op	25000	8000	B8.25/20	DB8.25/20	Wau 6-110	6-4x4¾	Fu 5-A-38	U 5	No	Own 989	SF	H	Opt	Opt	8x3x¼	C
97	.....32D	4R	4–9	4900	Op	Op	32000	10500	B9.00/20	DB9.00/20	Wau 6-110	6-4x4¾	Fu 5-A-53	U 5	No	Own 2513X	SF	R	Opt	Opt	8x3x¼	P
98	.....38D	4R	5–12	6600	Op	Op	38000	11200	B9.75/20	DB9.75/20	Wau 6-125	6-4¾x5½	Fu 5-A-53	U 5	No	Own 2513X	SF	R	Opt	Opt	8x3x¼	P
99	.....40D	4R	12	8000	Op	Op	40000	13200	B9.75/20	DB9.75/20	Wau 6-125	6-4¾x5½	Fu 5-A-53	U 5	No	Eat 44000	2F	R	Opt	Opt	8x3x¼	P
100	.....44D	4R	12	9000	Op	Op	44000	14000	B9.75/20	DB9.75/20	Wau 6RB	6-5x5¾	BL 70-7	A 7	No	Eat 44000	2F	R	Opt	Opt	8x3x¼	P
101	Hug.....97LD	4R	7½	8120	148	148	50000	12990	B10.50/20	DB10.50/20	Bud L525	6-4½x5½	Fu 5A530	U5	A 2	Wis SD310AH	2F	R	6.53	133.	9x4½x⅜	I
102	99	4R	10	9650	148	148	64500	15100	B10.50/20	DB10.50/20	Bud GF6	6-4¾x6	Fu.MHU-3AV	U 4	A 3	Wis SD420AW	2F	R	7.66	139.	9x4½x⅜	I
103	Ind..95SBT-151	2C	3	1875	168	186	20000	6125	P32x6	DP32x6	Her JXC	6-3¾x4¼	BL 224	U 4	No	Tim SBT151	SF	T	7.4	45.8	7⅛x2¼x⅓	T
104	(Cont.)95SW-75	4R	3	1900	168	186	20000	5800	P32x6	DP32x6	Her JXC	6-3¾x4¼	BL 224	U 4	No	Tim SW75	WF	T	7.4	45.8	7⅛x2¼x⅓	T

♦—Denotes new model or change in specifications.

Line Number	ENGINE DETAILS: Displacement	Comp. Ratio	Torque lb. ft.	N.A.C.C. Rated H.P.	Max. Brake H.P. at R.P.M. Given	Valve Argmt.	Camshaft Drive	Piston Material	MAIN BEARINGS: Number and Diameter	MAIN BEARINGS: Length	Oiling System Type	Governor Make	FUEL SYST.: Carburetor Make	FUEL SYST.: Fuel Feed	ELECTRICAL: Ignition System Make	ELECTRICAL: Generator, Starter Make	Clutch Type and Make	Radiator Make	Universals Make	FRONT AXLE: Make and Model	Steering Gear Make	BRAKES: SERVICE: Make Location Type Operat'n	BRAKES: SERVICE: Lining Area	BRAKES: SERVICE: Drum Material	BRAKES: Hand Location Type	BODY MOUNTING DATA: Cab to Rear of Frame	BODY MOUNTING DATA: Cab to Rear Axle	BODY MOUNTING DATA: Width of Frame	SPRINGS: Front	SPRINGS: Rear	SPRINGS: Auxiliary Type
1	134	5.1	100	15.6	48-3200	L	C	C	3-2	5	CC	No	Til	M	AL	AL	P.Ow	Fe	.....	Own 77	....	B4IM	134	P	4I	.....	.....	....	30x1¾	46x1¾	N
2	134	5.1	100	15.6	48-3200	L	C	C	3-2	5	CC	No	Til	M	AL	AL	P.Ow	Fe	.....	Own 77	....	B4IM	134	P	4I	.....	.....	38	30x1¾	46x1¾	N
3	393	4.9	260	42.0	103-2600	L	G	C	7-3	11½	FP	Ha	Zen	P	DR	DR	D.Fu	Yo	Spi	Wis CF15	Ros	W2/4IM	476	p	TD	108	78	30	48x3	48x3	C
4	428	4.7	280	45.9	107-2600	L	G	C	7-3	11½	FP	Ha	Zen	P	DR	DR	D.Fu	Yo	Spi	Wis CF25	Ros	W2/4IM	476	p	TD	144	89	30	48x3	48x3	C
5	468	4.8	295	43.4	108-2200	L	G	C	7-3	11½	FP	Ha	Zen	P	DR	DR	D.Fu	Yo	Spi	Wis CF30	Ros	W2/4IM	476	p	TD	144	89	30	48x3	48x3	C
6	525	4.9	336	48.2	114-2200	L	G	C	7-3	11½	FP	Ha	Zen	P	DR	DR	D.Fu	Yo	Spi	Wis CF30	Ros	W2/4IM	476	p	TD	144	89	30	48x3	48x3	C
7	525	4.9	336	48.2	114-2200	L	G	C	7-3	11½	FP	Ha	Zen	P	DR	DR	D.Fu	Yo	Spi	Wis CF122	Ros	W2/4IM	530	G	TD	168	105	30	48x3½	52x3½	C
8	638	4.3	410	54.1	126-1850	L	G	C	4-3	10	FP	Bu	Str	P	DR	DR	D.Fu	Yo	Spi	Wis CF122	Ros	W2/4IM	530	G	TD	168	105	30	48x3½	52x3½	C
9	779	4.3	475	66.1	170-1800	L	G	A	7-3	13½	FP	St	Zen	P	NE	NE	dp.BL	Yo	Spi	Wis CF122	Ros	O2/4IA	530	G	TD	Opt	105	30	48x3½	52x3½	C
10	214	4.9	142	27.3	72-3200	L	C	A	4-2⅝	6¼	FP	Opt	Zen	M	DR	DR	P.BL	Pe	Spi	Wis F30B-1	Ros	L4IH	327	a	TX	Opt	Opt	34	40x2½	50x2½	½
11	248	5.0	160	27.3	78-3200	L	C	A	7-2⅝	10	FP	Opt	Zen	M	DR	DR	P.BL	Pe	Spi	Wis F54B	Ros	L4IH	327	a	TX	Opt	Opt	34	40x2½	54x3	½
12	360	4.4	240	40.8	90-2500	L	C	C	7-2⅝	11	FP	Opt	Zen	M	DR	DR	P.Li	Pe	Spi	Wis F56B	Ros	L4IH	345	a	TX	Opt	Opt	34	40x2½	54x3	½
13	360	4.4	240	40.8	90-2500	L	C	C	7-2⅝	11	FP	Opt	Zen	M	DR	DR	P.Li	Pe	Spi	Wis F-75AB	Ros	L4IH	345	a	TX	Opt	Opt	34	40x2½	54x3	½
14	428	4.6	308	45.9	118-2600	H	C	A	7-2¾	13	FP	Opt	Zen	M	DR	DR	P.Li	Pe	Spi	Wis F211	Ros	L4IHV	660	a	TD	Opt	Opt	34	40x2½	54x3	½
15	500	4.5	340	48.6	138-2500	H	C	A	7-2¾	13	FP	Opt	Zen	M	DR	DR	P.Li	Pe	Spi	Wis F311	Ros	L4IHV	768	a	TD	Opt	Opt	34	46x3	54x3	½
16	282	5.4	185	33.8	84-3200	L	G	C	7-2⅝	10¼	PC	Wa	Zen	M	DR	DR	D.BL	Ch	Blo	Wis F-30B8	Ros	L4IHV	286	G	TX	120	67¼	34	40x2½	48x2½	½
17	251	4.5	160	25.6	50-2000	H	G	C	3-2 r	8	PC	No	Zen	V	DR	DR	D.DG	Pe	Blo	Own H	Ros	OT/4XM	238	G	2I	112	81	36	42¾x2¼	52¾x2¼	½
18	315	4.5	200	33.7	72-2500	L	G	C	7-2⅝	12⅜	PC	Wa	Zen	V	DR	DR	D.BL	Pe	Blo	Own H	Ros	OT/4XM	252	G	2I	115½	81½	36	42¾x2½	52¾x2½	½
19	381	4.5	240	40.8	85-2400	L	G	C	7-2⅝	12⅜	PC	Wa	Zen	M	DR	DR	D.BL	Pe	Blo	Own U	Ros	OT/4XM	238	G	2I	126	86	36	42¾x2½	52¾x2½	½
20	398	4.0	210	36.1	56-1350	T	G	C	3-2	12	PC	Pe	Str	G	DR	DR	O.ME	Mc	Blo	Own B	Ros	OT/4XM	238	G	2I	130	93	36	42¾x2½	52¾x2½	N
21	411	4.6	265	40.8	91-2300	L	G	C	7-3	13⅛	PC	Wa	Zen	M	DR	DR	O.HS	Pe	Blo	Own U	Ros	OT/4XM	238	G	2I	132	93	36	42¾x2½	52¾x2½	N
22	411	4.6	265	40.8	91-2300	L	G	C	7-3	13⅛	PC	Wa	Zen	M	DR	DR	D.BL	Pe	Blo	Own U	Ros	OT/4XM	238	G	4X	132	93	36	42¾x2½	52¾x2½	½
23	462	4.5	300	45.9	102-2400	L	G	C	7-3	13⅛	PC	Wa	Zen	V	DR	DR	O.HS	Pe	Blo	Own M	Ros	OT/4XM	238	G	2I	132	93	36	42¾x2½	52¾x2½	½
24	462	4.5	300	45.9	102-2400	L	G	C	7-3	13⅛	PC	Wa	Zen	M	DR	DR	D.BL	Pe	Blo	Own M	Ros	OT/4XM	238	G	2I	132	93	36	42¾x2½	52¾x2½	N
25	517	4.6	330	51.3	110-2300	L	G	C	7-3	13⅛	PC	Wa	Zen	M	DR	DR	D.BL	Pe	Blo	Wis 131F	Ros	B4IMV	324	G	T4	153½	110½	34	48x3½	52x4	½
26	517	4.6	330	51.3	110-2300	L	G	C	7-3	13⅛	PC	Wa	Zen	M	DR	DR	D.BL	Pe	Blo	Own M	Ros	O4TB	722	G	4X	132	93	36	42¾x2½	54¾x2½	½
27	411	4.6	265	40.8	91-2300	L	G	C	7-3	13⅛	PC	Wa	Zen	M	DR	DR	D.BL	Pe	Blo	Own U	Ros	O4IM	722	G	4D	Opt	Opt	42	42¾x2½	52x4	½
28	517	4.4	330	51.3	110-2300	L	G	C	7-3	13⅛	PC	Wa	Zen	M	DR	DR	dp.BL	Pe	Blo	Wis	Ros	B4IMV	666	G	T4	156	113	34	48x3½	52x4	½
29	282	5.4	185	33.8	84-3200	L	G	C	7-2⅝	10¼	PC	Wa	Zen	M	DR	DR	D.BL	Ch	Blo	Wis F30B8	Ros	L4IHV	286	G	TX	89	62¾	34	40x2½	48x2½	½
30	677	4.4	460	60.	145-2000	L	G	H	4-3½	11½	PC	Wa	Zen	M	DR	DR	D.BL	Pe	Blo	Wis 131F	Ros	B4IMV	324	G	T4	153½	110½	34	48x3½	52x4	N
31	462	5.2	330	45.9	125-2500	F	G	H	7-3	13⅞	PC	Wa	Zen	P	DR	DR	O.ME	Pe	Blo	Own U	Ros	O4A	610	G	T4	107	80	34	42¾x2½	52¾x2½	N
32	462	5.2	330	45.9	125-2500	F	G	H	7-3	13⅞	PC	Wa	Zen	M	DR	DR	D.BL	Pe	Blo	Wis 1237	Ros	4A	610	G	T4	97¼	67¼	34	48x3½	52x3½	N
33	282	5.4	176	33.8	73-2800	L	G	A	7-2⅛	10	PC	Opt	Str	M	AL	AL	P.BL	Yo	Spi	Wis	Ros	L4IH	...	G	CD	92	56	34	37x2¼	54x2½	N
34	298	4.7	190	33.7	70-2600	L	G	A	7-2⅛	13¼	PC	Ha	Str	M	AL	AL	P.BL	Yo	Spi	Wis	Ros	L4IH	...	G	CD	92	56	34	37x2¼	54x2½	N
35	361	4.7	235	38.4	82-2400	L	G	A	7-2⅛	13¼	PC	Ha	Str	M	AL	AL	P.BL	Yo	Spi	Wis	Ros	L4IHV	...	G	CD	108	73¼	34	39½x2½	54x3	N
36	428	4.5	283	45.9	94-2200	L	G	A	7-3	14	PC	Ha	Str	M	AL	AL	P.BL	Yo	Spi	Wis	Ros	L4IHV	...	G	CD	120	72	34	44x3	50x4	N
37	478	4.4	315	51.3	104-2200	L	G	A	7-3	14	PC	Ha	Str	M	AL	AL	P.BL	Yo	Spi	Tim	Ros	L4IHV	918	G	CD	120	72	34	44x3	50x4	N
38	501	5.0	330	48.6	110-2200	L	G	A	7-3	12½	PC	Ha	Str	M	AL	AL	P.BL	Yo	Spi	Wis	Ros	L4IHV	...	G	CD	144	88	34	44x3	50x4	N
39	779	4.5	505	66.2	163-2000	L	G	A	7-3½	17½	PC	Ha	Str	M	AL	AL	P.BL	Yo	Spi	Wis	Ros	Ws4IA	...	G	CD	168	100	34	44x3	50x4	N
40	228	5.1	156	27.3	68-2800	L	G	C	7-2½	10	PC	No	Zen	M	DR	DR	P.BB	Yo	Spi	TWH	Ros	L4IH	267	a	FX	88	52	34	42x2½	50x2½	½
41	282	5.3	193	33.7	84-2800	L	G	A	7-2½	10	PC	No	Zen	M	DR	DR	P.BB	Yo	Spi	TWH	Ros	L4IH	281	a	FD	88	52	34	42x2½	50x2½	½
42	339	5.0	235	38.4	94-2800	L	G	A	7-2⅝	13¼	PC	Ha	Zen	M	DR	DR	D.Fu	Yo	Blo	TWH	Ros	L4IHV	342	a	FD	119	72	34	44x3	52x3	½
43	383	5.0	265	43.3	106-2800	L	G	A	7-2⅝	13¼	PC	Ha	Zen	M	DR	DR	D.Fu	Yo	Blo	TWH	Ros	L4IHV	384	a	FD	119	72	34	44x3	52x3	½
44	383	5.0	265	43.3	106-2800	L	G	A	7-2⅝	13¼	PC	Ha	Zen	M	DR	DR	D.Fu	Yo	Blo	Own-Wis	Ros	Ws2/4IA	328	a	FD	119	72	34	44x3	52x3	½
45	428	4.4	280	45.9	94-2200	L	G	A	7-3	14	PC	Ha	Zen	M	DR	DR	D.Fu	Yo	Blo	Own-Wis	Ros	Ws2/4IA	328	a	FD	109	72	34	44x3	52x3½	½
46	478	4.4	320	51.3	104-2200	L	G	A	7-3	14	PC	Ha	Zen	M	DR	DR	D.Fu	Yo	Blo	Own-Wis	Ros	Ws2/4IA	410	a	FD	109	72	34	44x3	52x3½	½
47	529	4.9	350	51.3	114-2200	L	G	A	7-3	14	PC	Ha	Zen	M	DR	DR	D.Fu	Yo	Blo	Own-Wis	Ros	Ws2/4IA	380	a	FD	109	72	34	44x3	52x3½	½
48	707	4.5	460	60.0	148-2000	L	G	A	7-3½	17	PC	Ha	Zen	M	DR	DR	dp.BL	Yo	Blo	Own-Wis	Ros	Ws2/4IA	380	a	FD	121	84	34	44x3	52x3½	½
49	779	4.5	508	66.2	164-2000	L	G	A	7-3½	17	PC	Ha	Zen	M	DR	DR	dp.BL	Yo	Blo	Own-Wis	Ros	Ws2/4IA	380	a	2FD	140	102	34	52x4	54x4	½
50	263	5.4	164	31.5	68-2800	L	G	C	7-2½	10	PC	No	Zen	M	DR	DR	P.BB	Ch	Spi	Own JB	Ros	L4IH	280	P	TX	93½	64	34	42x2½	50x2½	½
51	282	5.3	176	33.7	73-2800	L	G	C	7-2½	10	PC	No	Zen	M	DR	DR	P.BB	Ch	Spi	Own JC	Ros	L4IH	280	P	TX	93½	64	34	42x2½	50x2½	½
52	383	4.7	265	43.3	96-2200	L	G	C	7-2⅝	13	PC	Ha	Zen	M	DR	DR	P.BB	Ch	Spi	Own WLD	Ros	B4IMV	592	G	TX	112½	82	34	44x2½	50x3	..
53	360	4.7	245	40.3	90-2200	L	G	C	7-2⅝	13	PC	Ha	Zen	M	DR	DR	P.BB	Ch	Spi	Own WLX	Ros	B4IMV	592	G	TX	112½	82	34	44x2½	50x3	..
54	383	4.7	265	43.3	91-2000	L	G	C	7-2⅝	13	PC	Ha	Zen	M	LN	RB	P.BB	Ch	Spi	Own B3S	Ros	B4IMV	518	G	TX	112½	82	34	44x2½	50x3	½
55	383	4.7	265	43.3	91-2000	L	G	C	7-2⅝	13	PC	Ha	Zen	M	LN	RB	P.BB	Ch	Spi	Own B3D	Ros	B4IMV	518	G	TX	112½	82	34	44x2½	50x3	½
56	453	4.4	297	48.6	95-2000	L	G	C	7-3	15	PC	Ha	Zen	M	LN	RB	P.BB	Ch	Spi	Own C3S	Ros	B4IMV	518	G	TX	112½	82	34	44x2½	50x3	½
57	453	4.4	297	48.6	95-2000	L	G	C	7-3	15	PC	Ha	Zen	M	LN	RB	P.BB	Ch	Spi	Own C3D	Ros	B4IMV	518	G	TX	112½	82	34	44x2½	50x3	½
58	500	4.9	330	48.6	106-2000	L	G	A	7-3	12½	PC	Ha	Zen	M	LN	RB	P.BB	Ch	Spi	Own FC	Ros	B4IMV	666	G	TX	112½	82	34	44x2½	50x3	½
59	529	4.9	350	51.3	112-2000	L	G	A	7-3	12½	PC	Ha	Zen	M	LN	RB	P.BB	Ch	Spi	Own FB	Ros	B4IMV	666	G	TX	112½	82	34	44x2½	50x3	½
60	529	4.9	350	51.3	112-2000	L	G	A	7-3	12½	PC	Ha	Zen	M	LN	RB	P.BB	Ch	Spi	Own FD	Ros	B4IMV	666	G	TX	112½	82	34	44x3	50x4	½
61	707	4.5	460	60.0	148-2000	L	G	A	7-3½	17	PC	Ha	Zen	M	LN	LN	dp.BL	Ch	Spi	Own BG3	Ros	B4IMV	666	G	FD	119	85	36	48x3½	52x4	½
62	855	4.5	555	72.8	180-2000	L	G	A	7-3½	17	PC	Ha	Zen	M	LN	LN	dp.BL	Ch	Spi	Own GD	Ros	B4IMV	666	G	FD	119	85	36	48x3½	52x4	½
63	381	4.5	240	40.0	85-2200	L	G	C	7-2⅝	12⅜	FP	Ow	Zen	P	DR	DR	P.Ow	Ow	Own	Own FN	Ros	O4FXM	450	D	FM	126	84	34	48x3	48x3	½
64	462	4.5	300	46.0	100-2000	L	G	C	7-3	13⅞	FP	Ow	Zen	P	DR	DR	P.Ow	Ow	Own	Own FM	Ros	O4FXM	450	D	FM	126	84	34	48x4	48x4	½
65	517	4.5	330	51.0	110-2000	L	G	C	7-3	13⅞	PC	Ow	Zen	V	Sc	DR	P.Ow	Ow	Own	Own FB	Ros	O4FXM	600	D	FX	114	84	36	52x4	52x4	½
66	517	4.5	330	51.0	110-2000	A	C	C	7-3	13⅞	PC	Ow	Zen	V	Sc	DR	P.Ow	Ow	Own	Own FB	Ros	O4FXM	600	D	FX	126	96	36	52x4	52x4	½
67	677	4.5	440	60.0	150-2000	L	G	C	7-3½	10½	PC	Ow	Zen	P	Sc	DR	P.Ow	Ow	Own	Own FB	Ros	O4FXM	600	D	FX	126	96	36	52x4	52x4	½
68	677	4.5	440	60.0	150-2000	L	G	C	7-3½	10½	PC	Ow	Zen	P	Sc	DR	P.Ow	Ow	Own	Own FB	Ros	O4FXM	600	D	FX	126	96	36	52x4	52x5	½
69	360	4.5	240	40.8	90-2500	H	G	N	7-2½	13	CC	KP	Zen	M	AL	AL	P. Li	GO	Spi	Shu 15692B12	Ros	L6IHV	708	G	CD	210	125	34¼	40x2½	52x4	N
70	360	4.4	240	40.8	90-2500	L	C	C	7-2⅝	11	FP	Op	Zen	M	DR	DR	P.Li	Pe	Spi	Wis F75AB	Ros	L6IH	459	a	TD	Opt	Opt	34	40x2½	46x3	N
71	420	5.2	300	44.4	130-2800	L	G	A	5-2¾	12¼	FP	Ly	Str	M	DR	DR	P.Li	Pe	Spi	Wis F75AB	Ros	Ws6IA	459	a	TD	Opt	Opt	34	40x2½	46x3	N
72	381	4.6	276	40.0	106-2600	H	C	C	7-2⅝	13	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 33000tw	Ros	Ws6IA	459	a	TD	Opt	Opt	34	40x2½	56x4	½
73	428	4.6	276	45.9	118-2600	H	C	C	7-2¾	13	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 35000tw	Ros	Ws6IA	525	a	TD	Opt	Opt	34	46x3	56x4	½
74	500	4.5	340	48.6	138-2500	H	C	A	7-2¾	13	FP	Op	Zen	M	DR	DR	P.Li	Pe	Spi	Wis F211W	Ros	Ws6IA	525	a	TD	Opt	Opt	34	46x3	56½x4	N
75	428	4.6	276	45.9	118-2600	H	C	C	7-2¾	13	FP	No	Zen	M	DR	DR	P. BL	Pe	Spi	Tim 27450W	Ros	Ws6IA	536	a	TD	Opt	Opt	34	46x3	66x4	½
76	707	4.5	460	60.0	150-2000	L	G	A	7-3½	17	FP	Op	Str	M	DR	DR	dp.BL	Pe	Spi	Wis F311W	Ros	Ws6IA	536	a	TD	Opt	Opt	34	46x3	66x4	½
77	611	4.5	384	54.1	127-2300	L	G	A	7-3	13	FP	No	Zen	M	DR	DR	P. BL	Pe	Spi	Tim 27450W	Ros	Ws6IA	720	a	TD	Opt	Opt	34	46x3	66x4	½
78	779	4.5	508	66.2	164-2000	L	G	A	7-3½	17	FP	Op	Str	M	DR	DR	dp.BL	Pe	Spi	Wis F311W	Ros	Ws6IA	720	a	TD	Opt	Opt	34	46x3	66x4	½
79	263	4.4	164	31.5	68-2800	L	G	C	7-2½	10	PC	No	Zen	M	DR	DR	P.BB	GO	Spi	Tim 30000H	Ros	L6IH	422	a	XF	180	111½	33½	40x2¼	46x3	½
80	529	4.4	350	51.3	114-2200	L	G	A	7-3	12½	PC	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 26450H	Ros	L6IH	842	a	DF	246	149	33	46x3	64x4	½
81	529	4.4	350	51.3	114-2200	L	G	A	7-3	12½	PC	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 26450W	Ros	Ws6IA	1014	a	DF	246	149	33	46x3	64x5	½
82	529	4.4	350	51.3	114-2200	L	G	A	7-3	12½	PC	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 26450W	Ros	Ws6IA	1014	a	DF	246	149	33	45x3	64x5	½
83	309	4.7	198	21.0	96-3000	L	G	S	7-2⅛	11¼	CC	Ha	Det	M	DR	DR	P.BB	Fe	Own	Own	Jac	O61HV	657	a	CD	218	114	34½	42x3	56¼x4	N
84	255	5.3	182	27.3	90-3200	F	G	A	4-2⅛	7	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 31000H	Ros	L4IHV	557	G	TX	168	115½	34	37x2½	56x4	N
85	358	5.2	254	38.4	110-2800	F	G	A	7-2⅛	12½	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 35020H	Ros	L4IHV	643	G	FD	168	115½	34	41x2½	56x4	N
86	462	5.2	324	46.0	125-2600	F	G	A	7-3	13⅞	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 26450N	Ros	Ws4rIA	504	H	FD	168	114½	33½	41x3	46x3½	N
87	462	5.2	324	46.0	125-2600	F	G	A	7-3	13⅞	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 26450N	Ros	Ws4rIA	760	H	FD	168	114½	33½	41x3	46x3½	N
88	585	17.	324	54.1	125-2200	H	G	A	7-3¼	13⅞	FP	Wa	No	M	CI	LN	P.BL	Pe	Spi	Tim 26450N	Ros	Ws4rIA	760	H	FD	168	114½	33½	41x3	46x3½	N
89	677	4.4	440	60.	125-1800	L	G	A	4-3½	11¼	CC	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 27050N	Ros	Ws4rIA	760	H	FD	214¼	144⅞	33½	42½x3	49½x4	N
90	677	4.4	440	60.0	125-1800	L	G	A	4-3½	11¼	CC	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 27050N	Ros	Ws4rIA	760	H	FD	214¼	144½	33½	42½x3	46x3½	N
91	648	17.	410	60.0	140-2200	H	G	A	7-3½	18¾	FP	Wa	No	M	CI	LN	P.BL	Pe	Spi	Tim 27050N	Ros	Ws4rIA	760	H	FD	214¼	144½	33½	42½x3	46x3½	N
92	263	5.4	164	31.5	67-2600	L	G	A	7-2½	10	PC	Mo	Zen	M	DR	DR	P BB	Lo	Spi	Tim 31020H	Ge	L6IH	384	a	TX	143	86½	34	38x2½	45x3	N
93	677	5.2	460	60.0	125-2000	L	G	H	4-3½	11¼	PC	Wa	Zen	M	DR	DR	D.BL	Pe	Blo	Wis 131F	Ros	B6IMV	504	G	T4	220	145	34	48x3¼	40x5	N
94	462	5.2	330	45.9	125-2500	F	G	H	7-3	13⅞	PC	Wa	Zen	M	DR	DR	D.BL	Pe	Blo	Own M	Ros	O61A	864	G	4I	180	137	36	42¾x2½	44x3	N
95	255	4.6	182	27.3	90-3200	F	G	C	4-2⅛	6	PC	Wa	Zen	M	DR	DR	D.Fu	Ch	MM	Tim 33000H	Ros	L4IHV	295	p	TD	Opt	Opt	34	40½x3½	31x3	N
96	358	4.6	254	38.4	110-2800	F	G	C	7-2⅛	12½	PC	Wa	Zen	M	DR	DR	D.Fu	Ch	MM	Tim 33000H	Ros	L4IHV	295	p	TD	Opt	Opt	34	40½x3½	31x3	N
97	358	4.6	254	38.4	110-2800	F	G	C	7-2⅛	12½	PC	Wa	Zen	M	DR	DR	D.Fu	Ch	MM	Tim 35000H	Ros	L4IHV	504	G	TD	Opt	Opt	34	40½x3½	35½x4	N
98	462	4.6	324	45.9	125-2600	F	G	A	7-3	13⅞	PC	Wa	Zen	M	DR	DR	D.Fu	Ch	MM	Tim 27450	Ros	L4IHV	504	G	TD	Opt	Opt	34	43x3½	35½x4	N
99	462	4.6	324	45.9	125-2600	F	G	C	7-3	13⅞	PC	Wa	Zen	M	DR	DR	D.Fu	Ch	Blo	Tim 27450	Ros	Ws4IA	780	G	TD	Opt	Opt	34	43x3½	35½x4	N
100	677	4.6	440	60.0	126-1850	L	G	C	4-3½	10	PC	Wa	Zen	M	DR	DR	D.BL	Ch	Blo	Tim 27450	Ros	Ws4IA	788	G	TD	Opt	Opt	34	43x3½	35½x4	N
101	525	4.8	336	48.6	111-2200	L	G	B	7-3	11½	FP	Pe	Zen	M	DR	DR	D.Fu	Yo	Blo	Shu 715	Ros	L4rIH	720	G	TD	139	88¼	38	41⅞x3	53x4	N
102	638	4.3	410	54.1	126-1850	L	G	C	4-3	10	FP	Pe	Zen	M	AL	DR	D.Fu	Yo	Blo	Shu 1679	Ros	Ws6IA	806	G	TD	139	88¼	38½	41½x3	53x4	N
103	282	5.3	186	33.7	73-2800	L	G	A	7-2½	10¼	PC	No	Str	M	AL	AL	P.BL	Yo	Spi	Tim 31020	Ros	L6IHV	559	G	TX	140	83	34	37x2¼	52x4	N
104	282	5.3	186	33.7	73-2800	L	G	A	7-2½	10¼	PC	No	Str	M	AL	AL	P.BL	Yo	Spi	Tim 31020	Ros	L6IHV	459	G	TX	140	83	34	37x2¼	44x3	N

Line Number	MAKE AND MODEL	GENERAL (See Keynote) Tonnage Rating	Chassis Price	Standard Wheelbase	Max. W. B. Furnished	Gross Vehicle Weight	Chassis Wt. (Stripped)	TIRE SIZE Front	Rear	ENGINE Make and Model	No. of Cylinders, Bore and Stroke	TRANSMISSION Make and Model	Location, Forward Speeds	Aux. Location and Speeds	REAR AXLE Make and Model	Gear and Type	Drive&Torque	GEAR RATIOS In High	In Low	FRAME Side Rail Dimensions	Type
1	Ind..17ASW151	4R 3	3450	188	212	24000	7500	B8.25/20	DB8.25/20	Her WXC	6-4x4½	BL 3341	U 4	Op	Tim SW151	WF	T	6.4	403	8¼x3x⅜	T
2	(Con-17SBT251	2C 4	3500	188	224	28000	8850	P34x7	DP34x7	Her YXC	6-4⅜x4¾	BL 524	U 4	Op	Tim SBT251	SF	T	6.1	37.8	8½x3x⅜	TL
3	clu·d) 17SW251	4R 4	3900	188	224	28000	9500	P34x7	DP34x7	Her YXC	6-4⅜x4¾	BL 524	U 4	Op	Tim SW251	WF	T	6.2	38.1	8½x3x⅜	TL
4	.....16X6	6 3	5650	170	...	20000	8000	B7.00/20	DB7.00/20	Her RXB	6-4½x5¼	BL 5351	U 4	U 2	Wis	2F	H	4.66	30.8	8x3x¼	C
5	.....18X6	6 3½	6650	170	...	28000	10500	B8.25/20	DB8.25/20	Her RXC	6-4⅝x5¼	BL	U 4	A 2	Wis	2F	H	7.83	110.	8½x3x⅜	C
6	.....20X6	6 4½	8950	188	...	36000	14000	B9.00/20	DB9.00/20	Her HXC	6-5¼x6	BL	U 4	A 2	Wis	2F	R	8.95	84.0	9x3x¼	C
7	.....22X6	6 5	12100	300	...	40000	16000	B9.75/20	DB9.75/20	Her HXD	6-5½x6	BL	U 4	A 2	Wis	2F	R	9.11	86.0	8¼x3⅛x5½	C
8	Ken....898SBT	2C 7	2380	188	224	25500	7350	P32x6	DP32x6	Her JXC	6-3¾x4¼	BL 234	U 4	Op	Tim SBT151	SF	A	7.4	45.5	8x3x¼	TL
9	.....127SBT	2C 8	3450	188	224	26000	8000	B8.25/20	DB8.25/20	Her WXC2	6-4½x4½	BL 3341	U 4	Op	Tim SBT151	SF	A	7.4	45.5	8x3x¼	TL
10	.....146SBT	2C 9	4250	188	224	33000	9000	B9.00/20	DB9.00/20	Bud K393	6-4⅛x4¾	BL 3341	U 4	Op	Tim SBT251	SF	A	7.8	48.	8x3x¼	TL
11	.....D-146-SW	9	7500	210	240	33000	10500	B9.00/20	DB9.00/20	Bud 6D-415	6-4x5½	BL 5341	U 4	Op	Tim SW251SW	SF	H	7.5	47.6	8x3x¼	T
12	.....186SDT	2C 10	6450	205	235	38000	10500	B9.00/20	DB9.00/20	Her YXC2	6-4½x4¾	BL 5341	U 4	A 3	TimSDT320SW	2F	H	7.33	104.	9x3x¼	T
13	.....241SDT	2C 10	6850	205	235	40500	11000	B9.00/20	DB9.00/20	Her RXB	6-4½x5¼	BL 7341	U 4	A 3	TimSDT320SW	2F	H	7.33	85.5	9x3x¼	T
14	.....D-346-C	4R 10	10250	210	240	40500	14300	B9.75/20	DB9.75/20	Cum HA6	6-4⅞x6	BL 7341	U 4	A 3	Tim SW320SW	WF	H	6.8	92.	8x3x⅜	C
15	.....346A	4R 10	8800	210	240	40500	13000	B9.75/20	DB9.75/20	HaS 160	6-4¼x5½	BL 7341	U 4	A 3	Tim SW320SW	WF	H	7.25	84.5	8x3x⅜	C
16	.....346B	4R 10	8550	210	240	40500	13000	B9.75/20	DB9.75/20	Bud GF-6	6-4¾x6	BL 7341	U 4	A 3	Tim SW320SW	WF	H	7.25	98.4	8x3x⅜	C
17	.....346C	4R 10	9500	210	240	40500	14000	B9.75/20	DB9.75/20	HaS 175	6-5x6	BL 7341	U 4	A 3	Tim SW320SW	WF	H	7.25	98.4	8x3x⅜	C
18	.....386C	4R 10	10200	210	240	50100	14500	B9.75/20	DB9.75/20	HaS 175	6-5x6	BL 7341	U 4	A 3	Tim SW420SW	WF	H	7.60	103.	8x3x⅜	C
19	Kleiber.... 81	5	3200	180	190	20000	6500	P32x6	DP32x6	Her JXB	6-3¾x4¼	BL 2241	U 4	No	Tim SBT 75	BF	R	5.14	32.	7½x3¼x¼	C
20	121	7	4200	190	200	26000	8500	B8.25/20	DB8.25/20	Con 18R	6-4x4½	BL 3241	U 4	No	Tim SBT 151	BF	R	6.17	33.4	7½x3¼x¼	C
21	141	9	5000	200	210	33000	9500	B9.00/20	DB9.00/20	Con 21R	6-4¾x4¾	BL 5241	U 4	No	Tim SBT251	BF	R	6.84	41.	7½x3¼x¼	C
22	La Fran-R..Q6	4R 9–12	11605	216	260	40000	14900	B10.50/20	DB10.50/20	Own 312B	12-4x5	BL 714	U 4	No	Tim SWD410	WF	..	Opt	Opt	12x3½x¼	L
23	Le Moon (9) 701	4R 5–6	4475	187	199	.....	8500	B8.25/20	DB8.25/20	Lyc AEC	8-3¾x4¾	Fu VUOG	U 5	No	Ti 63703-97H	WF	R	6.20	43.8	7x4x¼	B
24	.....(9) 801	4R 6–7	5100	187	199	.....	9720	B9.00/20	DB9.00/20	Lyc AEC	8-3¾x4¾	Fu VUOG	U 5	No	Ti 65703-97H	WF	H	6.75	47.7	7x4x¼	B
25	802	4R 6–7	5350	187	199	.....	9800	B9.00/20	DB9.00/20	Wau 6SRL	6-4⅜x5⅛	Fu VUOG	U 5	No	T65703-97tW	WF	H	6.75	47.1	7x4x¼	B
26	900	4R 7–8	6775	191	203	.....	12000	B9.75/20	DB9.75/20	Wau 6SRL	6-4⅜x5⅛	BL 607	A 7	No	TimSW310W	WF	H	9.25	86.9	9x4x⅜	B
27	1000	4R 8–10	7950	196	208	.....	12600	B9.75/24	DB9.75/24	Wau 6AB	6-4½x5¾	BL 714	U 4	3	TimSW310W	WF	H	9.25	128.	9x4x⅜	B
28	1200	4R 10–12	8500	196	208	.....	14000	B9.75/24	DB9.75/24	Wau 6RB	6-5x5¾	BL 714	U 4	3	TimSW410W	WF	H	9.25	128.	9x4x⅜	B
29	.....1200D	4R 10–12	9750	196	208	.....	14000	B9.75/24	DB9.75/24	Cum.Die.H6	6-4⅞x6	BL 735	U 5	No	TimSW410W	WF	H	7.6	47.6	9x4x⅜	B
30	Mack.....BX	4R 8–15	7950	178	219	.....	12100	B8.25/22	DB8.25/22	Own CF	6-4¼x5¼	Own BX	U 5	No	Own BX6	2F	A	4.71	46.0	9¼x3¼x⅛	T
31	.....BQ	4R 8–15	9350	185	233	.....	14500	B9.75/22	DB9.75/22	Own BQ	6-4¾x5¾	Own BQ	A 4	No	Own BX6	2F	A	6.54	41.9	10¼x3¼x⅛	T
32	.....AC	4R 8–15	8500	171	221	.....	14500	P40x8	DP40x8	Own BQ	6-4¾x5¾	Own AC	J 4	No	Own AC6	CD	R	9.26	59.4	8¾x3x⅜	T
33	.....AK	4R 8–15	9000	171	221	.....	15900	B9.75/22	DB9.75/22	Own BQ	6-4¾x5¾	Own AK	A 4	No	Own AK6	2F	A	7.46	47.8	8¾x3x⅜	T
♦ 34	.....AP	4R 8–15	10500	171	221	.....	14900	P40x8	DP40x8	Own AP	6-5x6	Own AC	J 4	No	Own AC6	CD	R	9.26	59.4	8¾x3x⅜	T
35	.....AP	4R 8–15	11000	171	221	.....	16400	B9.75/22	DB9.75/22	Own AP	6-5x6	Own AK	A 4	No	Own AK6	2F	A	7.46	47.8	8¾x3x⅜	T
♦ 36	Mar.-Her.TH310A-6	10	10000	193	229	.....	13600	B9.75/22	DB9.75/22	Her RXC	6-4¾x5¼	Fu 5-A-530	U 5	A 2	Own-Wis	2F	R	9.11	163.	8½x3x⅜	P
♦ 37	..(13)TH315	6 12–13	12500	198	234	.....	16690	B9.75/22	DB9.75/22	Her HXB	6-5x6	BL 724	U 4	A 3	Own-Wis	2F	R	9.11	163.	8½x3x⅜	P
♦ 38	..(13)TH320	6 15–18	14500	225	255	.....	18300	B10.50/24	DB10.50/24	Her HXC	6-5¼x6	BL 724	U 4	A 3	Own-Wis	2F	R	9.11	188	10x3x⅜	P
39	More-..ED25M	4R 7	4067	184	Op	25000	8900	B8.25/20	DB8.25/20	Her WXC3	6-4¼x4	BL 334	U 4	No	Tim 65000	W	R	7.50	46.0	9⅛x3½x⅛	T
40	land..HD34M	4R 10	5869	220	Op	34000	11000	B9.00/20	DB9.00/20	Her RXB	6-4½x5¼	BL 524	U 4	No	Tim 65720	W	R	8.50	62.0	9½x3⅛x⅛	T
41	.....TD34	4R 10	7607	221	Op	34000	13250	B9.75/20	DB9.75/20	Wau 6RB	6-5x5¾	BL 724	U 4	No	Tim 68720W	W	R	8.75	62.0	11x3⅛x⅛	T
♦ 42	Sterling....FBT130	7–8	***	164	194	26000	7325	B8.25/20	DB8.25/20	Wau 6BK	6-3¾x4¼	Own UC17	U 5	No	Own	SF	R	7.4	55.7	10x3½x½	L
43	.....FDT180	2C 10–10½	....	178	208	36000	11485	B9.75/20	DB9.75/20	Wau 6SRL	6-4⅜x5⅛	Own UC2	U 4	Op	Own	2F	R	9.41	62.9	12x3¼x¼	L
44	.....FDT200	2C 12–12½	7670	178	208	40000	11985	B9.75/20	DB9.75/20	Wau 6-125	6-4⅜x5⅛	Own UC2	U 4	Op	Own	2F	R	9.20	61.3	12x3¼x¼	L
45	.....FDT250	2C 16–16½	8855	186	216	50000	12985	B10.50/20	DB10.50/20	Wau 6RB	6-5x5¾	Own UC9	U 4	Op	Own	2F	R	9.20	50.0	12x3¼x¼	L
46	.....FCT180	2C 10–10½	7265	178	208	36000	11485	B9.75/20	DB9.75/20	Wau 6SRL	6-4⅜x5⅛	Own UC2	U 4	Op	Own	CD	R	8.30	55.3	12x3¼x¼	L
47	.....FCT200	2C 12–12½	7685	178	208	40000	11985	B9.75/20	DB9.75/20	Wau 6-125	6-4⅜x5⅛	Own UC2	U 4	Op	Own	CD	R	8.30	55.3	12x3¼x¼	L
48	.....FCT250	2C 16–16½	***	186	216	50000	12985	B10.50/20	DB10.50/20	Wau 6RB	6-5x5¾	Own UC9	U 4	Op	Own	CD	R	9.44	57.3	12x3¼x¼	L
♦ 49	.....HCS210	4R 12–18	***	182	198	55000	14685	P40x8	DP40x8	Wau 6RB	6-5x5¾	Own UC9	U 4	Op	Own	CD	R	10.0	42.3	9¼x3¼x⅛	L
50	(D) FDT180D	2C 10–10½	***	178	208	36000	12585	B9.75/20	DB9.75/20	Wau 6D100	6-4⅜x5⅛	Own UC2	U 4	Op	Own	2F	R	9.41	62.9	12x3¼x¼	L
51	(D) FDT200D	2C 12–12½	***	186	216	40000	13055	B9.75/20	DB9.75/20	Wau 6D125	6-4¾x5½	Own UC2	U 4	Op	Own	2F	R	9.20	61.3	12x3¼x¼	L
52	(D) FDT250D	2C 16–16½	***	186	216	50000	13835	B10.50/20	DB10.50/20	Wau 6D140	6-5x5½	Own UC9	U 4	Op	Own	2F	R	9.20	50.0	12x3¼x¼	L
53	(D) FDT250H	2C 16–16½	***	186	216	50000	13580	B10.50/20	DB10.50/20	Cum 6H Die	6-4⅞x6	Own UC9	U 4	Op	Own	2F	R	9.20	50.0	12x3¼x¼	L
54	(D) FCT180D	2C 10–10½	***	178	208	36000	12235	B9.75/20	DB9.75/20	Wau 6D100	6-4⅜x5⅛	Own UC2	U 4	Op	Own	CD	R	8.30	55.3	12x3¼x¼	L
55	(D) FCT200D	2C 12–12½	***	186	216	40000	13085	B9.75/20	DB9.75/20	Wau 6D125	6-4¾x5½	Own UC2	U 4	Op	Own	CD	R	8.30	55.3	12x3¼x¼	L
56	(D) FCT250D	2C 16–16½	***	186	216	50000	13835	B10.50/20	DB10.50/20	Wau 6D140	6-5x5½	Own UC9	U 4	Op	Own	CD	R	9.44	51.3	12x3¼x¼	L
57	(D) FCT250H	2C 16–16½	***	186	216	50000	13580	B10.50/20	DB10.50/20	Cum 6H Die	6-4⅞x6	Own UC9	U 4	Op	Own	CD	R	9.44	51.3	12x3¼x¼	L
♦ 58	(D) HCS210H	4R 12–18	***	182	198	55000	15285	P40x8	DP40x8	Cum 6H Die	6-4⅞x6	Own UC9	U 4	Op	Own	CD	R	10.0	42.3	12x3¼x¼	L
♦ 59	Ward 440TC	15	11000	240	246	44000	14000	B9.75/22	DB9.75/22	Cu. Die. HA	6-4⅞x6	BL 7351	A 5	No	Tim SDT420w	WF	R	6.42	40.4	14x3¼x¼	T
♦ 60	LaFr. 440TR	15	9350	240	246	44000	13700	B9.75/22	DB9.75/22	Wau RB	6-5x5¾	BL 7351	A 5	No	Tim SDT420w	WF	R	6.42	40.4	14x3¼x¼	T
♦ 61	340	7½	4700	204	230	28000	9200	B8.25/20	DB8.25/20	Wau MK	6-4½x4¾	BL 5351	U 5	No	Tim SBT251H	SF	T	Opt	Opt	12x3¼x¼	T
62	.....400T5	12	7100	203	241	40000	13000	B9.75/20	DB9.75/20	Wau 6-125	6-4⅜x5⅛	BL 5351	U 5	No	Tim SWT320tw	WF	R	8.5	65.5	14x3¼x¼	T
63	Wht.630SW251	4R 5–6	(12a)	193	205	.....	10000	B8.25/20	DB8.25/20	Own 7A	6-4⅛x5¼	Own 4B	U 4	No	Tim SW251	WF	R	6.75	44.2	8¼x3⅛x⅛	C
64	...642SW320	4R 7–9	(12a)	198	210	.....	12670	B9.00/20	DB9.00/20	Own 5A	6-4⅝x5¾	Own 10B	U 5	No	TimSW310W	WF	R	8.5	55.6	8¼x3⅛x⅛	C
65	...643SW420	4R 9–11	(12a)	198	215	.....	14400	P40x8	DP40x8	Own 5A	6-4⅝x5¾	Own 10B	U 5	No	TimSW410W	WF	R	10.2	69.1	8¼x3⅛x5½	C
	Electrics																				
♦ 66	Brockway...50-E-1	1	1500	91	112	7500	2850	P30x5	P30x5	GE Elec	.....	.....	.....	.....	Tim 53200H	SF	H	.....	.....	5x6	CD
♦ 67	.....50-E	1–1½	1380	91	Op	8600	2450	P32x6	GE Elec	.....	.....	.....	.....	.....	Tim 53200H	SF	H	.....	.....	5x6	CD
♦ 68	.....125-E	2–3	2400	136	Op	14000	4800	B8.25/20	DB8.25/20	GE Elec	.....	.....	.....	.....	Tim 54300H	SF	H	.....	.....	7½x2½x¼	C
♦ 69	.....140-E	3–4	3100	146	Op	19500	5500	B9.00/20	DB9.00/20	West Elec	.....	.....	.....	.....	Wis 4916L	2F	H	.....	.....	7½x3x¼	C
♦ 70	.....170-E	5–6	3450	146	Op	24000	6700	B9.75/20	DB9.75/20	West Elec	.....	.....	.....	.....	Wis 70000L	2F	H	.....	.....	8x3x¼	C
71	Walker.....401	¾–1	1095	96	Op	6850	2050	P30x5	P30x5	Electric	.....	.....	.....	.....	Own	2/½	T	.....	19.1	4x2x⅛	C
72	404	¾–1	1095	95	Op	7000	2200	P32x6	P32x6	Electric	.....	.....	.....	.....	Own	2/½	T	.....	19.1	4x2x⅛	C
73	406	¾–1	1095	109	Op	7200	2400	P32x6	P32x6	Electric	.....	.....	.....	.....	Own	2/½	T	.....	10.5	4x2x⅛	C
74	410	¾–1	1095	116	Op	6600	2650	P32x6	P32x6	Electric	.....	.....	.....	.....	Own	2/½	T	.....	10.5	4x2x⅛	C
75	420	1½–2	1495	115	Op	12300	3300	P32x6	DP32x6	Electric	.....	.....	.....	.....	Own	2/½	T	.....	15.4	5x2x⅛	C
76	425	2–2½	2190	126	Op	13200	4800	P32x6	DP32x6	Electric	.....	.....	.....	.....	Own.....	2F	H	.....	15.6	5x2x¼	P
77	430	2–3	2700	126	Op	15400	5200	P34x7	DP34x7	Electric	.....	.....	.....	.....	Own	2F	H	.....	15.6	5x2x¼	P
78	440	3–4	3475	145	Op	19400	5800	P36x8	DP36x8	Electric	.....	.....	.....	.....	Own	2F	H	.....	14.7	6x2x¼	P
79	450	5–6	3750	160	Op	24200	6600	P38x9	DP38x9	Electric	.....	.....	.....	.....	Own	2F	H	.....	14.7	7x3x¼	P

♦—Denotes new model or change in specifications.

Beautifying Trucks

(CONTINUED FROM PAGE 35)

or the appearance of the delivery truck and driver. Consequently, Caldwell men are specially picked for appearance and manner, and trucks are carefully groomed. They must be kept spotless; are dusted and polished every morning.

Our concern is not only to keep the trucks looking clean and polished but also to keep the drivers looking neat. To accomplish the former, trucks are washed every day if necessary. Generally a cold water wash under pressure suffices. A grease and mud cutting solvent is used on the underframe to cut dirt. We find it unnecessary to use a soap on the body. Drivers do the washing.

The mainstay of our beauty process is the polishing each truck gets every morning. Drivers have two hours in which to do the work which is sufficient time for a good job. Metal work takes a polish, of course.

Our second concern is to keep the drivers looking neat. They are all supplied with uniforms by the company which also keeps them in repair.

Tiffany Trucks Shine

By W. A. Doty

Garage Superintendent, Tiffany, N.Y.C.

WE operate 11 trucks, chiefly of the light panel type. Because of the specialized nature of our business trucks have to look spic and span. During fair weather all units are washed twice a week. During rainy spells, however, we may wash units every night.

We use a linseed oil soap as it won't harm the finish on the bodies. Trucks

Line Number	ENGINE DETAILS: Displacement	Comp. Ratio	Torque lb. ft.	N.A.C.C. Rated H.P.	Max. Brake H.P. at R.P.M. Given	Valve Argmt.	Camshaft Drive	Piston Material	MAIN BEARINGS: Number and Diameter	MAIN BEARINGS: Length	Oiling System Type	Governor Make	FUEL SYST.: Carburetor Make	FUEL SYST.: Fuel Feed	ELECTRICAL: Ignition System Make	ELECTRICAL: Generator, Starter Make	Clutch Type and Make	Radiator Make	Universals Make	FRONT AXLE: Make and Model	Steering Gear Make	BRAKES: SERVICE: Make Location Type Operat'n	BRAKES: SERVICE: Lining Area	BRAKES: SERVICE: Drum Material	BRAKES: Hand Location Type	BODY MOUNTING DATA: Cab to Rear of Frame	BODY MOUNTING DATA: Cab to Rear Axle	BODY MOUNTING DATA: Width of Frame	SPRINGS: Front	SPRINGS: Rear	SPRINGS: Auxiliary Type
1	339	4.7	210	38.4	76-2400	L	G	A	7-2⅝	13¼	PC	Op	Str	M	AL	AL	P.BL	Yo	Spi	Shu 5572	Ros	L41HV	559	G	CD	168	101	34½	39½x2½	52x4	N
2	428	4.4	283	45.9	94-2200	L	G	A	7-3	14	PC	Ha	Str	M	AL	AL	P.BL	Yo	Spi	Shu 5582B	Ros	L6 HV	625	G	CD	168	101	34½	40x2½	52x4	N
3	428	4.4	283	45.9	94-2200	L	G	A	7-3	14	PC	Ha	Str	M	AL	AL	P.BL	Yo	Spi	Shu 5582B	Ros	L6 HV	625	G	CD	168	101	34½	40x2½	52x4	N
4	501	5.0	330	48.6	110-2200	L	G	A	7-3	12½	PC	Ha	Str	M	AL	AL	P.BL	Yo	Spi	Wis	Ros	L6IHV	...	G	CD	142	87¼	34	39½x2½	54x3	N
5	529	4.9	350	51.3	115-2200	L	G	A	7-3	12½	PC	Ha	Str	M	AL	AL	P.BL	Yo	Spi	Wis	Ros	L6IHV	...	G	CD	142	87¼	34	44x3	52x4	N
6	779	4.5	505	66.2	163-2000	L	G	A	7-3½	17½	PC	Ha	Str	M	AL	AL	P.BL	Yo	Spi	Wis	Ros	Ws6IA	...	G	CD	144	88	34	44x3	42x4	N
7	855	4.5	555	72.8	180-2000	L	G	A	7-3½	17½	PC	Ha	Str	M	AL	AL	P.BL	Yo	Spi	Wis	Ros	Ws6IA	...	G	CD	168	100	34	44x3	42x4	N
8	282	4.7	176	33.7	73-2700	L	G	A	7-2½	10⅜	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 31000H	Ros	L6IHV	536	a	TX	168	102	31½	38x2¼	52x4	N
9	361	4.4	235	40.8	83-2400	L	G	A	7-2⅝	13½	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 33000H	Ros	L6IHV	536	a	TX	168	102	31½	38x2¼	52x4	N
10	393	4.9	260	42.1	103-2600	L	G	C	7-3	11½	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 33000H	Ros	L6IHV	654	a	FD	168	102	31½	38x2½	52x4	N
11	415	14.3	264	38.4	93-2000	H	G	A	7-3	11½	FP	Pe	No	B	No	LN	P.BL	Pe	Spi	Tim35120TW	Ros	Ws6IA	781	a	FD	192	120	31½	42x3	52x4	N
12	453	4.7	300	48.6	98 2200	L	G	A	7-3	14	CC	Ha	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 35000N	Ros	Ws4rA	815	a	FD	192	120	33¾	42x3	56x4	½
13	501	4.9	330	8.6	110-2200	L	G	A	7-3	12½	CC	Ha	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 36020N	Ros	Ws4rA	815	a	FD	192	120	33¾	42x3	56x4	½
14	672	17.	420	57.	125-1800	H	G	C	7-3¼	13⅜	FP	Cu	No	C	No	LN	P.BL	Pe	Spi	Tim 36020N	Ros	Ws4rA	815	a	FD	192	120	33¾	42x3	56x4	½
15	468	4.4	322	43.3	125-2400	H	C	A	4-2¾	10⅜	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 36020N	Ros	Ws4rA	815	a	FD	192	120	33¾	42x3	56x4	½
16	638	4.3	410	54.1	126-1850	L	G	C	4-3	10⅞	CC	Bu	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 36020N	Ros	Ws4rA	815	a	FD	192	120	33¾	42x3	56x4	½
17	707	4.4	506	60.0	170-2000	H	C	A	7-3¼	11⅞	FP	HS	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 36020N	Ros	Ws4rA	815	a	FD	192	120	33¾	42x3	56x4	½
18	707	4.4	506	60.0	170-2000	H	C	A	7-3¼	11⅞	FP	HS	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 36020N	Ros	Ws4rA	815	a	FD	192	120	33¾	42x3	56x4	½
19	263	5.4	164	31.5	70-3000	L	G	C	7-2½	10⅜	PC	No	Str	M	DR	DR	P.BL	Ow	Spi	Tim 30000H	Ros	L6IHV	412	G	TD	168	104	34	38x2½	47x3	N
20	339	4.2	212	38.4	90-2700	H	C	C	7-2¾	13⅞	PC	No	Str	M	DR	DR	D.BL	Ow	Spi	Tim 33020H	Ros	L6IHV	559	G	TD	170	108	34	38x2½	56x4	N
21	427	4.2	270	45.9	118-2500	H	C	C	7-2¾	13⅞	PC	No	Str	M	DR	DR	D.BL	Ow	Spi	Tim 33020H	Ros	L6IHV	654	G	TD	180	118	34	38x2½	56x4	N
22	754	5.1	510	76.7	240-2900	H	C	C	4-3½	10	PC	No	Zen	M	DR	DR	dp.Lo	Ow	Blo	Tim 27450tw	Ros	Ws6IA	782	Da	CD	111½	216	34	44x3	None	N
23	420	5.2	300	44.4	130-2800	L	G	C	5-2¾	12¾	FP	Ha	Str	M	DR	DR	D.Fu	Ch	Spi	Tim 35000H	Ros	L6IHV	525	a	CD	162	108	34	39x2½	39x2½	N
24	420	5.2	300	44.4	130-2800	H	G	C	5-2¾	12¾	FP	Ha	Str	M	DR	DR	D.Fu	Ch	Spi	Tim 35000H	Ros	L6IHV	633	a	CD	162	108	34	39x2½	46x3½	N
25	462	4.5	300	45.9	98-2000	L	G	A	7-3	13⅞	PC	Wa	Str	M	My	DR	D.Fu	Ch	Spi	Tim 35000tw	Ros	Ws6IA	711	a	CD	162	108	34	39x2½	46x3½	N
26	462	4.5	300	45.9	98-2000	L	G	A	7-3	13⅞	PC	Wa	Str	M	My	DR	D.BL	Ch	Spi	Tim 26045tw	Ros	Ws6IA	966	a	CD	162	108	34	48x3½	53x4	N
27	549	4.5	332	48.6	100-2000	L	G	A	4-3½	11⅜	PC	Wa	Str	M	My	LN	D.BL	Ch	Spi	Tim 26045tw	Ros	Ws6IA	966	a	CD	162	108	34	48x3½	53x4	N
28	677	4.6	460	60.0	127-2000	L	G	A	4-3½	11⅜	PC	Wa	Str	M	My	LN	D.BL	Ch	Spi	Tim 27045tw	Ros	Ws4IA	792	a	CD	162	108	34	48x3½	53x4	N
29	672	17.1	420	57.0	125-1800	H	G	C	7-3¼	16½	FP	Ow	No	P	No	LN	dp BL	Ch	Spi	Tim 27045tw	Ros	Ws6IA	966	a	CD	162	108	34	48x3½	53x4	N
30	468	5.2	310	43.4	117-2400	L	G	C	7-3	12⅛	FP	Pe	Str	M	RB	NE	P.Ow	Ow	Cle	Own BX	Own	O6IA	974	a	FX	192	109	33¼	54¼x3	48x3½	N
31	611	4.8	390	54.2	125-2200	L	G	C	4-3½	10⅛	FP	Ow	Str	M	RB	NE	P.Ow	Ow	Cle	Own BQ	Own	O6IA	902	a	FX	192	111	33¼	50x3½	48x3½	N
32	611	4.8	390	54.2	125-2200	L	G	C	4-3½	10⅛	FP	Ow	Str	M	RB	NE	P.Ow	Ow	Cle	Own AC	Own	O6IA	930	a	FX	180	109	37⅝	48x3½	52x4	½
33	611	4.8	390	54.2	125-2200	L	G	C	4-3½	10⅛	FP	Ow	Str	M	RB	NE	P.Ow	Ow	Cle	Own AK	Own	O6IA	1044	a	FX	180	109	38½	48x3½	52x4	½
34	706	4.4	427	60.0	138-1900	L	G	C	4-3⅛	11⅛	PS	Ow	Str	M	RB	NE	P.Ow	Ow	Cle	Own AK	Own	O6IA	930	a	FX	180	109	38½	48x3½	52x4	½
35	706	4.4	427	60.0	138-1900	L	G	C	4-3⅛	11⅛	PS	Ow	Str	M	RB	NE	P.Ow	Ow	Cle	Own AK	Own	O6IA	1044	a	FX	180	109	38½	48x3½	52x4	½
36	529	4.9	350	51.3	114-2200	L	G	A	7-3	14	PC	Ha	Zen	M	DR	DR	D.Fu	Yo	Blo	Own-Wis	Ros	Ws4/6IA	760	a	FD	152	102	34	44x3	46x4	½
37	707	4.5	460	60.0	148-2000	L	G	A	7-3½	17	PC	Ha	Zen	M	DR	DR	dp.BL	Yo	Blo	Own-Wis	Ros	Ws4/6IA	760	a	FD	174	102	34	44x3	46x4	½
38	779	4.5	508	66.2	164-2000	L	G	A	7-3½	17	PC	Ha	Zen	M	DR	DR	dp.BL	Yo	Blo	Own-Wis	Ros	Ws4/6IA	760	a	2FD	223	127	34	52x4	46x4	½
39	383	4.4	262	43.3	92-2400	L	G	C	7-2⅝	13¼	PC	No	Zen	M	AL	AL	P.BL	Lo	Cle	Tim 33020H	Ros	L6IH	661	a	TD	192	101	34	41½x2½	43½x3½	½
40	501	4.9	330	48.6	110-2200	L	G	C	7-3	12½	PC	No	Zen	M	AL	AL	P.BL	Lo	Cle	Tim26450TW	Ros	W6IA	898	a	TD	216	113	34	42x3	43½x4	½
41	677	4.4	440	60.	125-1800	L	G	A	4-3½	11⅜	CC	Wa	Zen	M	AL	AL	dp.BL	Lo	Cle	Tim 27050W	Ros	W6IA	960	a	TD	Opt	Opt	38	44x3	48x3½	½
42	282	5.4	185	33.8	81-2800	L	G	C	7-2⅝	10¼	CC	En	Zen	M	DR	DR	P.Ow	Mo	Spi	Tim 33000N	Han	L4rIHV	400	a	TX	168	81	34	42x2½	52x4	½
43	462	4.5	300	46.0	97-2000	L	G	C	7-3	13⅞	CC	En	Zen	M	DR	DR	P.Ow	Mo	Spi	Tim 26450N	Ros	O4rIA	808	a	TX	191	93	34	48x3	29x3	N
44	462	5.0	324	46.0	123-2300	F	G	A	7-3	13⅞	CC	En	Zen	M	M	Y DR	P.Ow	Mo	Spi	Tim 26450N	Ros	O4rIA	1056	a	TX	191	93	34	48x3	29x3	N
45	677	4.8	440	60.0	124-1800	L	G	C	4-3½	11⅜	CC	En	Zen	M	DR	DR	D.Ow	Mo	Spi	Tim 27450N	Ros	O4rIA	1056	a	TX	192	93	34	48x3	29x3	N
46	462	4.5	300	46.0	97-2000	L	G	C	7-3	13⅞	CC	En	Zen	M	DR	DR	P.Ow	Mo	Spi	Tim 26450N	Ros	O4rIA	1152	s	TX	191	93	34	48x3	24½x3	N
47	462	5.0	324	46.0	123-2300	F	G	A	7-3	13⅞	CC	En	Zen	M	M	Y DR	P.Ow	Mo	Spi	Tim 26450N	Ros	O4rIA	1152	s	JX	191	93	34	48x3	24½x3	N
48	677	4.8	440	60.0	124-1800	L	G	C	4-3½	11⅝	CC	En	Zen	M	DR	DR	D.Ow	Mo	Spi	Tim 27450N	Ros	O4rIA	1152	s	JX	192	93	34	48x3	24½x3	N
49	677	4.8	440	60.0	124-1800	L	G	C	4-3½	11⅝	CC	En	Zen	M	RB	DR	D.Ow	Pe	Spi	Tim 27452N	Ros	Ws4rIA	792	s	FX	182	95	34	48x3	59¾x3½	N
50	462	17.	275	46.0	100-2200	H	G	A	7-3⅝	13⅝	FP	En	No	M	CI	LN	P.Ow	Mo	Spi	Tim 26450N	Ros	O4rIA	808	a	TX	191	93	34	48x3	29x3	N
51	585	17.	350	54.1	122-2000	H	G	A	7-3⅝	18¾	FP	En	No	M	CI	LN	P.Ow	Mo	Spi	Tim 26450N	Ros	O4rIA	1056	a	TX	191	93	34	48x3	29x3	N
52	648	17.	410	60.0	138-2000	H	G	A	7-3⅝	18¾	FP	En	No	M	CI	LN	D.Ow	Mo	Spi	Tim 27450N	Ros	O4rIA	1056	a	TX	192	93	34	48x3	29x3	N
53	672	17.	420	57.0	125-1800	H	G	C	7-3¼	16½	CC	En	No	M	CI	DR	D.Ow	Mo	Spi	Tim 27450N	Ros	O4rIA	1056	a	TX	192	93	34	48x3	29x3	N
54	462	17.	275	46.0	100-2200	H	G	A	7-3⅝	13⅜	FP	En	No	M	CI	LN	P.Ow	Mo	Spi	Tim 26450N	Ros	O4rIA	1152	s	TX	191	93	34	48x3	24½x3	N
55	585	17.	350	54.1	122-2000	H	G	A	7-3⅝	18¾	FP	En	No	M	CI	LN	P.Ow	Mo	Spi	Tim 26450N	Ros	O4rIA	1152	s	JX	191	93	34	48x3	24½x3	N
56	648	17.	410	60.0	138-2000	H	G	A	7-3⅝	18¾	FP	En	No	M	CI	LN	D.Ow	Mo	Spi	Tim 27450N	Ros	O4rIA	1152	s	JX	192	93	34	48x3	24½x3	N
57	672	17.	420	57.0	125-1800	H	G	C	7-3¼	16½	CC	En	No	M	CI	DR	D.Ow	Mo	Spi	Tim 27450N	Ros	O4rIA	1152	s	JX	192	93	34	48x3	24½x3	N
58	672	17.	420	57.0	125-1800	H	G	C	7-3¼	16½	CC	En	No	M	CI	DR	D.Ow	Pe	Spi	Tim 27452N	Ros	Ws4rIA	792	s	FX	182	95	34	48x3	59¾x3½	N
59	672	17.0	420	57.0	125-1800	H	G	C	7-3¼	16½	CC	En	No	M	CI	LN	dp.BL	Pe	Spi	Tim27452TW	Ros	Ws6IA	1012	a	TD	255	148¼	34	42x3	46x4	N
60	677	5.5	465	60.0	145-2000	L	G	C	4-3½	11¼	FP	Wa	Zen	V	DR	LN	dp.BL	Pe	Spi	Tim27452TW	Ros	Ws6IA	1012	a	TD	255	148¼	34	42x3	46x4	N
61	381	4.6	242	40.8	85-2500	L	G	C	7-2⅝	12½	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 35000H	Ros	L6IHV	651	a	TD	192	115	34	42x3	52x4	N
62	462	4.6	324	45.9	125-2600	F	G	A	7-3	13⅞	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Spi	Tim26450TW	Ros	Ws6IA	902	a	TD	192	116¼	34	42x3	46x4	N
63	434	4.9	275	42.0	105-2100	H	C	S	7-2¾	13⅛	FP	Ow	Zen	M	DR	DR	P.Ow	Ow	Spi	Own 6D	Ros	L4rIHV	697	a	CI	194½	109¼	34⅛	42x3	51½x4	N
64	580	4.6	385	51.3	130-2050	H	C	S	7-3	15⅛	FP	Ow	Zen	E	LN	LN	dp.Ow	Ow	Spi	Own 12D	Ros	Ws6IA	833	a	CI	194¾	109¾	34⅛	42x3	42x4	N
65	580	4.6	385	51.3	130-2050	H	S	C	7-3	15⅛	FP	Ow	Zen	E	LN	LN	dp.Ow	Ow	Spi	Own 12D	Ros	Ws6IA	833	a	CI	194¾	109¾	34⅛	42x3	42x4	N
66	...	...	...	...	...	...	...	...	...	...	...	...	Sto	Bat	...	...	...	...	Spi	Tim 30000H	Ros	L4IH	248	G	CD	.....	.....	34	38x2	47½x2½	N
67	...	...	...	...	...	...	...	...	...	...	...	...	Sto	Bat	...	...	...	...	Spi	Tim 30000H	Ros	L4IH	248	G	CD	.....	.....	34	38x2	47½x2½	N
68	...	...	...	...	...	...	...	...	...	...	...	...	Sto	Bat	...	...	...	...	Spi	Col 5500A7	Ros	L4IH	365	G	CD	144	100½	34	40x2½	52x2½	½
69	...	...	...	...	...	...	...	...	...	...	...	...	Sto	Bat	...	...	...	...	Spi	Shu15582B11	Ros	L4IH	365	G	CD	168	110½	34	40x2½	54x3	½
70	...	...	...	...	...	...	...	...	...	...	...	...	Sto	Bat	...	...	...	...	Spi	Shu15582B11	Ros	L4IH	407	G	CD	170	110½	34	40x2½	54x3	½
71	...	...	...	...	...	...	...	...	...	...	...	No	Sto	Bat	...	...	None	No	No	Cla F212	Ros	B4IM	344	a	4I	66⅛	38¾	36	38x2	50x2½	½
72	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	Cla F212	Ros	B4IM	344	a	4I	62	35⅝	36	38x2	50x2½	½
73	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	Cla F212	Ros	B4IM	344	a	4I	107	59	36	38x2	50x2½	½
74	...	...	...	...	...	...	...	...	...	...	...	No	Sto	Bat	...	...	None	No	No	Cla F212	Ros	B4IM	344	a	4I	114	75	32	38x2	50x2½	½
75	...	...	...	...	...	...	...	...	...	...	...	No	Sto	Bat	...	...	None	No	No	Cla F212	Ros	B4IM	344	a	4I	120	74	32	38x2	50x2½	½
76	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	Tim	Ros	B4IM	571	a	4I	132	90	32	44x2½	52x3	½
77	...	...	...	...	...	...	...	...	...	...	...	No	Sto	Bat	...	...	None	No	No	Tim	Ros	B4IM	571	a	4I	138	90	32	44x2½	52x3	½
78	...	...	...	...	...	...	...	...	...	...	...	No	Sto	Bat	...	...	None	No	No	Tim	Ros	B4IM	678	a	41	162	109	32	44x2½	52x3	½
79	...	...	...	...	...	...	...	...	...	...	...	No	Sto	Bat	...	...	None	No	No	Tim	Ros	B4IM	678	a	41	192	124	32	44x2½	52x3	½

are wet down and sponged simultaneously. When excessive dirt collects, the linseed soap is rubbed on with a sponge and worked over with a bristle brush. The truck is then given a final rinse. If traffic film has collected, it is necessary to use water under pressure.

After we wet down a truck it is sponged horizontally, then sprayed again and dried with a sponge. The job takes one man about 20 minutes. Costs are small. Wax or polish is never used and our simple washing process does not harm the varnish over the synthetic enamel finish.

Chevrolet 1935 Line

A few details of the 1935 Chevrolet Motor Co. truck models are now available. Complete details will be published in February. Major refinements are primarily in engines, brakes and front springs.

Engine changes follow the developments for the 1935 Master engine. Jet lubrication of connecting-rod bearings at high speeds has been added. Power output remains unchanged.

Braking capacity has been materially increased with a contact area of 348 sq. in. as against 267 sq. in. last year. Drugs are 14 in. in diameter, and are wider, 2 in. at the front and 3 in. at the rear. Linings are thicker (¼ in.) and have a higher coefficient of friction. The linkage provides a lighter pedal pressure, while pedal travel has been increased to compensate.

Front springs have heavier main leaves and somewhat higher rates of deflection. In the steering mechanism self-adjusting, tapered bearings have been adopted in the tie rod ends, and the drag link is now of tubular design.

Retreads Repay and Repay

(CONTINUED FROM PAGE 13)

Joseph Catucci, proprietor, excavating outfit: Cost—About 50 per cent of new tire. Mileage—Do not know exactly. Not as much as a new tire. Guarantee—No mileage guarantee. Type of service—Better in short runs. Economical sizes—We use all one size tires. Future—We intend to keep on using retreads. Comment—Retreading pays. Never use any but our own tires.

M. A. Fontz, chief mechanic, American Creamery Co., Oakland, Cal.: Cost—About 33 1/3 per cent of new tire. Mileage—Nearly as much as from new tire. Guarantee—10,000 miles but they run 20,000. Never had a replacement or a blow out. Type of service—Our service all one type. Economical sizes—We find no difference. Future—We intend to use them regardless of price. Comment—Very successful. Retread only our own tires. If new tire gives 40,000 miles it does not get retreaded. If it gives only 20,000 miles we retread it.

E. R. Bushor, Oakland plant superintendent, Golden State Co., Ltd., San Francisco, Cal.: Mileage—About 50 per cent of new tire. Service—About 50 per cent of new tire; 6000 to 7000 miles. Guarantee—No mileage guarantee, use only good carcasses, no adjustments. Type of service—No difference. Economical sizes—Pay better on larger sizes. Future—Will continue use of retreads as much as possible regardless of price. Comment—Consider retreaded tires a paying plan. Have been doing it for years.

Herbert Jacobs, Oakland purchasing agent, S. T. Johnson Co., San Francisco: Cost—Between 50 and 60 per cent of new tire. Mileage—85 to 90 per cent of new. Guarantee—No mileage guarantee. None has been required. Type of service—All of ours are light delivery. Economical sizes—Larger tires. Future—Increasing all the time; would do more if tire prices advance. Comment—Retreading pays.

Leo Fenton, partner, Fenton's Creamery, Oakland, Cal.: Cost—About 50 per cent of new tire. Mileage—Almost equal to new. In many cases better. Guarantee—No mileage guarantee. None necessary. Type of service—All light delivery. Economical sizes—All sizes. Future—Continue to use retreads as we are now. Comment—Two years' use has proved economy.

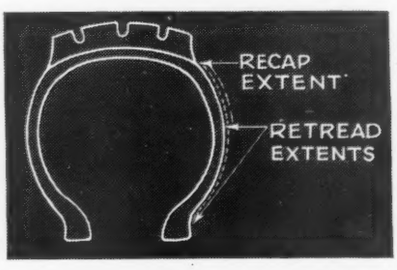
P. A. Burton, mechanic, Bay Cities Transportation Co., San Francisco: Cost—About 50 per cent of new tire. Mileage—65 to 70 per cent of new. Guarantee—No mileage guarantee. Type of service—Over rough roads with overloaded trucks we are getting 48 to 60 per cent. Economical sizes—All sizes about the same. Future—Cannot say. Comment—Do not use a great many retreads.

Billie Burgan, shop supt., Hage's Ice Cream Co., San Diego, used these 34x7 duals under 14,000 lb. gross. They were recapped in December, 1933, run over 8,000 miles and still look good!

From **Portland, Ore.,** comes word from **J. L. S. Snead, superintendent, Consolidated Freight Lines, Inc.,** telling us that Mr. Dunlap, who has charge of the tire maintenance, has developed special machinery for recapping tires. We quote from Mr. Snead's letter:

"Fully 90 per cent of our tires are recapped and many of them several times. Mr. Dunlap contends that recapping or retreading is just one operation in connection with tire maintenance."

Down in **Los Angeles, W. J. Schaeffer, superintendent of Transportation, Los Angeles Gas and Electric Corp.,** took time out to answer the questions in order. He encloses a price list which shows that he pays about 50 per cent of new tire price for his retreads. Mileage—About 80 per cent of new tire. Guarantee—Workmanship and material only. Have used guarantee. Type of service—Some types better than others. Economical sizes—Nearly all sizes. Future—No more than at present. Only good carcasses worth retreading.



The recap extent is only the width of the old tread. The retreading process may extend from shoulder to shoulder or bead to bead.

FURTHER south in **San Diego, Billie Burgan, superintendent of Hage's Ice Cream Co.** fleet, outlines his experience by saying: "Retreads, especially those known as recaps, are rolling for us in dividend lane." The guarantees in San Diego range from none at all to six months to 10,000 miles.

For a time Mr. Burgan was about ready to desert the retreading standard but careful watching convinced him that recapping was the answer, and so it is, up to this time. He pays about 33 1/3 per cent of the cost of a new tire for his recaps. In the last year he has increased the use of retreads 100 per cent. None has failed prematurely since he has b n using the recaps.

At **Tulsa, Okla., F. H. Brakebill, fleet superintendent, Superior Freight Lines, Inc.,** tells us that a new tire retreading process has changed the complexion of their tire maintenance program.

"Our first experience with retreaded tires caused us considerable trouble and was very unsatisfactory. These tires were run in an upright mold and gave us very little mileage. About a year ago another company solicited us on this business. At this time I can advise you that the tires done by this new company have delivered better than five times the mileage of any other retreaded tire. They are still going strong and from checking our mileage records we are certain that we will reduce our tire cost 40 per cent at the present cost of tires."

We get to **Atlanta, Ga.,** where **W. R. Pollard, supervisor of automotive equipment of the Georgia Power Co.,** gives fresh evidence: Cost—37½ to 40 per cent of wholesale cost of new tire. Mileage—75 per cent of new tire. Guarantee—No guarantee. Type of service—Have confined use to paved streets so lack experience on other types. Economical sizes—Have experience with light trucks and passenger cars only. Future—Intend to expand with or without price increase.

Coming north we pause to let **W. B. Lindsay, tire supervisor of Horton Motor Freight Lines, Inc., of Charlotte, N. C.,** testify: Cost—About 50 per cent of new tire. Mileage—Very low. Guarantee—No mileage guarantee. Type of service—Light delivery give very good mileage. Economical sizes—32 x 6, 7.00-20, 7.50-

(TURN TO PAGE 85, PLEASE)

Announcing The HIPKINS TRACTIONEER

the portable roadbed that carries you through

Traction and power to climb practically any grade, even where underfoot conditions are at their worst, are provided by The Hipkins Tractioneer.

With The Hipkins Tractioneer, this loaded two-wheel drive truck goes right through mud that stopped unloaded four-wheel drive trucks lacking the aid of The Hipkins Tractioneer.

10 minutes or less is all the time needed to apply The Hipkins Tractioneer—5 minutes to remove it. It's a one-man job and requires no special tools. And even if the vehicle is mired, application can be made without jacking up the wheels.

After proving its worth through five years of test and service in the most severe of all hauling work, The Hipkins Tractioneer is now in commercial production and available to fleet operators generally.

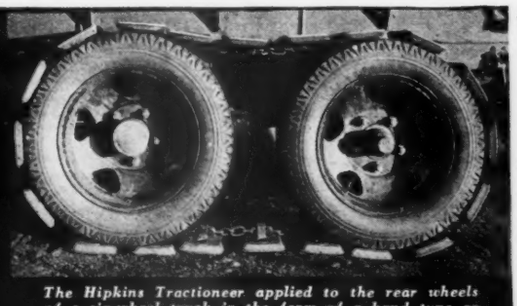
Applied quickly and easily on pneumatic-tired vehicles with single or bogie axle, The Hipkins Tractioneer enables operation on practically *any* footing, even in jobs where truck use has been impossible. Bad weather, steep grades, poor roads or no roads at all, need not interrupt or stop operation. The Hipkins Tractioneer is the portable roadbed that rides the load through over any footing.

With The Hipkins Tractioneer, the load is buoyed up, distributed over a greater area. Wheel slip is reduced to ¼th or less than normal. Excessive wheel penetration is prevented, no matter how soft the footing. Ample traction is provided always, for The Hipkins Tractioneer gives a high degree of flotation with minimum unsprung weight and dead load.

In one day a year, or one roadbed emergency alone, The Hipkins Tractioneer can return its cost by saving time and expense. Roadbed delays, their lost hours and idle days, can be forgotten. Hauling will be dependable and economical under all conditions, because any underfoot surface is a boulevard to the vehicle with The Hipkins Tractioneer.

Everyone concerned with motor vehicles — from truck manufacturer to fleet operator—should have complete data on The Hipkins Tractioneer. Use the convenient coupon, or write on your letterhead if you wish, to By-Products Steel Corporation, Division of Lukens Steel Co., Coatesville, Pa.

The Hipkins Tractioneer applied to a motor truck equipped with 6.00/20 dual pneumatic tires.



The Hipkins Tractioneer applied to the rear wheels of a six-wheel truck in the form of a band type or half track.

Send for This New Booklet

BY-PRODUCTS STEEL CORPORATION, Coatesville, Pa.

Send a copy of your new booklet on The Hipkins Tractioneer. We are ☐ fleet owners ☐ dealers ☐ truck manufacturers.

Name and Title .....

Company .....

Address .....

City and State 1-35

COLD STRIPPING

(Continued from Page 33)

the paint stripping material on the new paint job. The space and equipment necessary for this operation have frightened interested fleetmen.

One shop is known to do an average of 16 units per month. The stripping is done by hand with paint remover because of the lack of space to use available quicker methods.

A third method is that of sand blasting, but is expensive due to the high cost of the equipment involved, cost of sand, and the various difficulties involved when working with wet sand. Compressed air used is also expensive.

Apparently, the effective results obtained with paint remover are offset by the cost of the material and labor required in removing the paint. The effectiveness of the steam spray method is offset by the high cost of the equipment. One place which is known to use the steam spray has large vats in which the truck body is lowered and steam-sprayed. A great deal of equipment and space is required for this operation. The effectiveness of the sand blasting method is offset by the expense, prohibitive to small fleets.

NOW there is a new paint stripping method that is quick, economical, and effective, does not require any special space or much equipment and can be used by any fleet of five to 500 trucks. Its advantages to small fleets is its economy, ease of application and the fact that now they can use a good, fast remover without worrying about where the work can be done. Its appeal to large fleets is its great economy over any other known method from the point of view of equipment and material. This method is referred to as the cold-strip method. It does not have the after effects on new paint jobs already spoken about. It is lower in cost than any of the other methods mentioned.

The method consists simply of spraying the surface to be stripped with cold-strip solution. It is similar to spray-painting. After the solution has soaked into the paint for 15 to 25 minutes the coating is rinsed off with a pressure stream of water using an ordinary garden hose. The solution has the effect of softening the old paint so much that it can be flushed off easily. Several coats of paint can be removed at a time. By repeating the operation four or five times, as many as 30 coats of paint are known to have been removed. One job was seen where the equipment was "alligator-skinned" and it required only three applications to complete the job.

The cold-strip solution is best applied with a small machine similar to a paint-spraying unit. By the use of a nozzle, especially designed for the purpose, a fan-shaped spray quickly coats the surface. Four pounds of cold-strip, costing approximately 25 cents, mixed with one gallon of cold water, will cover 50 sq. ft. of surface. One job was seen where this amount of work was done in about a minute.

A LARGE transportation company in New Jersey uses the cold-strip method with results. About 60 lb. of cold strip is mixed in 15 gal. of water. Standing about 3 ft. away, the solution is sprayed on and allowed to soak about 20 minutes. The surface is then sprayed with cold water, using a hose. As few as two applications will do a complete job. One application required 7 to 8 gal. Time and costs were as follows:

First application	12 minutes
Second application	8 "
Elapsed time between coats and for soaking	45 "
Rinsing twice	30 "
Mixing solutions	20 "
Total time for one man	110 minutes
Cost of solution	$3.75
Labor at 60 cents an hour	1.10
Total cost	$4.85

Compare this to figures by the same fleet when they used regular paint remover:

5 gal. paint remover at $1.80 gal.	$9.00
Two days' labor, 8 hrs. a day at 60 cents an hour	9.60
Total cost	$18.60

It should be understood that these cost figures, while true for the fleet mentioned, may differ in other fleets. The wages paid a washer may differ considerably and the amount of material used and its cost may also differ appreciably. In a final analysis, it should be stated that the greatest saving is in labor. Simply comparing the time of two days' work required in using paint remover to the 110 minutes required to make two applications with cold strip, is significant in itself.

THE information given here is complete except for the added warning that after using cold-strip over iron, the surface should be given a 5 per cent acetic acid wash as a neutralizer. This rinse is unnecessary on stainless steel, aluminum or wood. It should be used, however, in cracks and close corners on any job where the solution may have settled and the water wash failed to remove it. If these cracks and corners are not cleaned, the continued action of the solution will disintegrate the new paint finish. The solution should be applied in a temperature of 55 deg. or better.

To avoid any possible misunderstandings, it should be said that the cold-strip process has not yet been known to remove lacquer. If lacquer is the base material, it should be removed afterwards by the usual method.

Burying the Diesel Fuel Bugaboo

(CONTINUED FROM PAGE 29)

WE prefer to leave the economic significance of these figures to the petroleum industry which, obviously, is in better position to appraise them in a true light. To an outsider the percentages of shrinkage in gasoline volume as well as the increase in demand for distillate fuel oil do not seem particularly large.

Finally, we should like to reiterate several of the recommendations which we made to the American Petroleum Institute:

1. That since diesel fuel is the controlling element in the development of the field for the automotive diesel. steps must be taken to survey the commonly available fuels and develop acceptable specification fuels having wide distribution and general utilization in engines now on the market.

2. That petroleum refiners should take the initiative, select acceptable fuels, and submit the specifications to diesel engine manufacturers and the large users.

3. That the best interests of everyone concerned would be best conserved if the petroleum industry would undertake this work in time to anticipate the writing of specifications by the user groups.

Initiative on the part of the petroleum industry is the key to the situation. The automotive diesel has gained such great momentum that it will carry on despite any obstacles that may come up. And if the many organizations participating in the movement travel independently and without direction, we may be faced with a trying situation—the problem of individual preferences and individual specification fuels. This can only result in confusion and undoubtedly will bring up many serious problems of distribution and fuel cost.

BEARING REQUIREMENTS TOO . . HAVE CHANGED . .

but Federal-Mogul Research has kept a step ahead

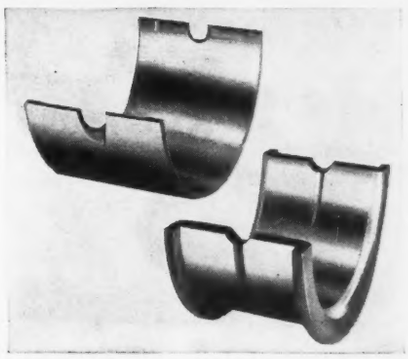
Federal-Mogul has specialized in bearings and bearing metals since 1898. Experience, aided by constant research by an adequate technical staff, has enabled continuous anticipation of the bearing needs of the automotive industry.

Higher speeds, increased compression ratios and other factors have thrown greater loads on engine bearings than ever before. This means that more than ever it will pay to depend on Federal-Mogul for your bearing requirements.

New products developed by Federal-Mogul are cadmium-silver-copper bearing alloys for high speed and heat resistance, copper cylinder heads for increased power and gasoline economy.

Other Federal-Mogul Products:

Bronze-Back, Babbitt-Lined Bearings; Steel-Back, Babbitt-Lined Bearings; Dualoy (Steel-Back, Babbitt-Lined) Camshaft Bearings; Bronze Bushings and Bronze Washers; Bronze Castings; Aluminum Bronze Castings; Bronze Cored and Solid Bars; Babbitt Metals; Connecting Rod Service; Tru-Pitch Propellers.



Mogul FEDERAL

"The Only Complete Bearing Service"

FEDERAL-MOGUL CORPORATION • DETROIT, MICHIGAN

Operating Watkins Babbitting Service

DAILY PAPER'S SAFETY RECORD MAKES THE NEWS

(Continued from Page 21)

Comparison Auto Accident Expense—Five Insurance Years Ending March 6, 1934

Trucks	1929-30	1930-31	1931-32	1932-33	1933-34
Cost of our repairs	$1,305.83	$501.66	$202.70	$204.75	$219.90
We paid other parties	102.45	167.22	57.45	169.85	40.00
	1,408.28	668.88	260.15	374.60	259.90
Less—Collected from others	267.07	55.70	176.60	116.00	130.50
Cost to Courier-Post Co.	1,141.21	613.18	83.55	258.60	129.40
Paid by Insurance Co.	1,720.00	2,429.83	482.50	97.00	25.00
TOTAL COST OF TRUCK ACCIDENTS	2,861.21	3,143.01	566.05	355.60	154.40
Coupes & Motorcycle					
Cost of our repairs	448.83	445.20	217.39	108.00	109.98
We paid other parties	50.00	1.50	.....	.....	.....
	498.83	446.70	217.39	108.00	109.98
Less—Collected from others	200.55	303.28	185.05	.....	.....
Cost to Courier-Post Co.	298.28	143.42	32.34	108.00	109.98
Paid by Insurance Co.	141.65	1,247.00	.....	41.50	300.70
Total cost of coupe accidents	439.93	1,390.42	32.34	149.50	410.68
Total cost of all accidents	3,301.14	4,533.43	598.39	505.10	565.08

The real story on safety is told in the insurance record based on the cost of accidents, not their frequency. Figures in the above table tell why the Courier-Post is considered a good risk by insurance companies.

whereby each truck is brought into the shop and checked and serviced. This inspection is a check on the driver's daily report. As a result of preventive maintenance effort, we have practically eliminated service calls to the extent that since January 1, 1934, our service truck, complete in every detail, has not been out of the garage.

As a matter of preventive maintenance, we keep an individual car record and depreciate our trucks off the books in three years. This means that if in the fourth year repairs are higher than the depreciation in the third year, we trade it in and replace the truck with a new unit. In other words, no effort is spared to keep a truck in good order as a guarantee of safety.

IN this manner we eliminated as much as possible the mechanical element in accident causation. Other means were used to eliminate the human element. In this respect we did two things. One was to give the drivers a very old-fashioned pep talk, simply with the idea of putting the case up to them. The second was to offer drivers a weekly bonus of $2. This bonus is stopped in event the driver has an accident and sometimes is held up for a period of weeks, depending on the nature of the accident. The bonus, perhaps, is the chief factor in our safety program. Occasionally it is supplemented with a safety contest and cash awards.

The latest such contest was suggested by the men themselves at a meeting of the Safety Club, which is a voluntary organization for the drivers, and which meets semi-monthly. At that meeting it was decided to set up a perfect record for five months starting October, 1934, and running through March 7, 1935. This was simply a sporting gesture on the part of the drivers who think they have a good chance to make it. If they do the record will certainly stand out in attractive relief to the bad record that this area has on the auto accident map. In answer to this sporting gesture, and to add interest to the contest, the management has offered $100 to be divided among the drivers if they make that five-month record.

Addison McClaskey, delivery room foreman, is president of the safety club. He conducts meetings, arranges programs and keeps the drivers in line. He also collects the fines imposed on drivers for carelessness, accidents, etc. The transportation manager handles the mechanical end of safety, and the president of the safety club does his share in handling the human element.

ALTHOUGH the safety club is a voluntary organization, the men have strict rules, such as the imposition of fines on those having accidents. Safety meetings are stimulated with lectures by invited speakers from insurance companies or the police department. A general discussion along safety lines usually takes place.

Safety rules of driving are strictly observed. No riders are allowed. No stopping on the left side of the street, however momentary the stop may be, is permitted. Fines imposed are paid without complaint and the money goes into the club's treasury.

The bonus granted to the drivers, of course, has a lot to do in promoting safety. Safety drivers average $100 yearly in bonus. This is $1,600 yearly for the 16 truck drivers.

Compared to our former accident costs, the company is still saving a considerable amount of money, establishing a safety reputation for itself, and is having much less trouble generally.

That preventive maintenance has proved a boon both in reducing accidents and in saving maintenance costs is shown by the fact that average mileage costs have been cut from 14 to 11 cents a mile for trucks. Average costs over a six-year period have been as follows (including shop time, investment in the trucks, depreciation, gas, oil, garage rent, repairs, parts, painting, driver's salary, tires, insurance, etc.):

Average Cost per Mile

	Trucks	Coupes
1929	.1458	.0578
1930	.1442	.0535
1931	1340	.0522
1932	.1235	.0441
1933	.1190	.0400
1934	.1117 (6 mos.)	.0404 (6 mos.)

Accidents have been reduced from a total of 73 in 1930, including trucks and coupes, to 15 from March, 1934, to date. This represents an accident reduction of 79.5 per cent. During this six-year period trucks covered an average of 450,000 miles and coupes ran an average of 350,000 miles yearly. The actual reduction in the costs of accidents over this same period for trucks was from $2861 in 1929-30 to $154 in 1933-34; for all vehicles from $3301 in 1929-30 to $565 in 1933-34.

The cost of the 15 accidents from March, 1934, to date has been $150.

Our insurance costs have been cut 33 per cent. Perhaps it is by this figure that we can best judge the results of our fleet safety campaign.

THE SILVER ANNIVERSARY 1½ TON . .

TWENTY-FIVE YEARS OF PROGRESS
FWD TRUCKS
1910 · 1935

The H-S is designed from the ground up in the finest tradition of our twenty-five years experience in building four-wheel-drive trucks. It is intended for the operator who demands more in a truck than a converted passenger car and whose operations require quality equipment which can deliver the most in performance, dependability and economy.

Distinctive in appearance and in operation the H-S offers the same tried and proven features of the heavier models. It has the same set back front axle design, the center differential with its manually controlled lock, fully enclosed ball and sockets in the front axle, two-piece axle housings, and a host of other features including two independent sets of four-wheel brakes. Compare this new FWD with any truck on the market and you will find it conservatively rated, honestly built, and reasonably priced.

Four-Wheel traction carries the FWD over the hills at a good speed and cuts down trip time.

FIVE DEFINITE ADVANTAGES IN USING FWD TRUCKS

Greater Safety. Front axles are set back. Power as well as load on all four wheels gives the FWD sure footing on slippery pavements and when going around curves.

Wider Range of Operation. Four-Wheel traction enables the FWD to handle its regular hauling job easily and do the tough jobs as a matter of course.

10 to 20% Saving. FWDs in service prove that their all-around performance definitely makes them from 10 to 20% more economical. This is the result of savings effected in time, upkeep, operating cost or per unit delivered.

Faster – FWDs, with their powerful engines, wide range of gear ratios and four-wheel traction cut down trip time by being able to "make" the hills, curves, and poor going, faster than average trucks.

Dependable Service—Reserve power and rugged construction throughout, insure continuous operation under any condition. Backed by a nation-wide organization of parts depots and service men available at a moment's notice.

FWD TRUCKS

THE FOUR WHEEL DRIVE AUTO COMPANY, Clintonville, Wisconsin
Canadian Factory: Kitchener, Ontario

☐ The Snow Removal Problem ☐ Use of Extreme Pressure Lubricants ☐ Truck and Trailer Size and Weight Restrictions ☐ Effects of Front Wheel Stability on Public Safety ☐ Purdue University Efficiency Test — Cutting Costs with the FWD Road Maintainer ☐ Making the most of Controlled Power.

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Address _____

City _____ State _____

BACKED FWD BY NATION-WIDE SERVICE

REDUCE UPKEEP

Use Tin-Plated Pistons to cut *your* maintenance costs. That is why they are original equipment on Chevrolet, Buick, Pontiac, Oldsmobile, Studebaker, Mack, White and GMC—and being seriously considered by others. Test them yourself, or write us for complete details.

CIRCO PRODUCTS CO., Cleveland, O.

THE NEW 1935
FORD V·8 TRUCK

Gives you all these features
- New Load Distribution
- New Coupe-type Cab
- New Brake System
- New Type Clutch
- New Crankcase Ventilation
- New Smart Appearance

80-horsepower V-8 Engine . . . Full-floating Rear Axle . . . Full Torque-tube Drive . . . 49 New Features in All.

TIRE GROOVING

U. S. Post Office, U. S. Treasury, Shell Petroleum, Cincinnati Street Railway, Goodyear, Goodrich, General, International—just a few fleet operators who are getting 10,000 and more SAFE NON-SKID extra miles by using KWICK-KUT PATTERN TIRE GROOVERS.

"PROOF" is sent free. New complete catalog. Write for FREE TRIAL OFFER.

Kwick-Kut Mfg. Co., 3840 Arsenal St. St. Louis, Mo.

Saves Money for FLEETS

Increase Shipping Floor Capacity

Make Extra Trips With Trucks You Have Now

BY USING

"ROLOFF" DEMOUNTABLE BODIES

ASK US HOW

ROLOFF, INC.
KENDALL SQUARE
CAMBRIDGE·MASS.

STOP THAT WASTE / *from* IDLING MOTORS!

MOTO-KOP *stops* the motor when the truck is idle. Positive, Tamper-proof. Pays for itself in 3 months in reduced gas and maintenance costs.

The MOTO-KOP Automatic Ignition Control

PATENT PENDING

ROBIE AUTOMOTIVE ENGINEERING CORP.
1040 Boylston St., Boston

Man Who Moved President Wilson

(CONTINUED FROM PAGE 23)

of Merion, Ohio; Chief of Chaplains of the U. S. Army, John T. Axton (into Washington); Bascom Slemp, personal secretary to both Coolidge and Hoover (out of Washington); Chief Chaplain of the U. S. House of Representatives, John W. Duffy, Chief Justice Oliver Wendell Holmes, and Mabel Walker Willebrandt, when the end of prohibition also ended her official hibernation. Smith also moved some furniture for Al Smith. (He didn't say where and he didn't say when, but it was neither in nor out of the White House.)

"And just two million votes would have swung the electoral votes in his favor."

After dropping this remark, Truckman Smith continued with his recitation of great and near-great names. He moved furniture for Ruth B. Owen, Lady Ambassador to Sweden (or is it Denmark?), Ruth H. McCormick, etc. He also shipped furniture for Mrs. Roosevelt to Reedville, W. Va., when that social project was launched.

"How do you handle such social celebrities, Mr. Smith?"

"With kid gloves," was the laconic remark.

"Are there any unusual circumstances about your business?"

"Well, it is not uncommon in our business to have our telephone ring at five in the morning after husband and wife have had a little misunderstanding the night before, and have gone to the telephone to tell us to send the moving vans promptly after eight o'clock in the morning. We are supposed to place the goods in their names and we are not allowed to give any information in reference to them. Of course, we follow their instructions.

"We have also learned after twenty years of experience that most of these difficulties are eventually corrected, because they find their own wives as good as someone else's. They usually come down to our warehouse hand in hand

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and tell us to send the goods to their new homes. Of course, this is satisfactory for the warehousemen, but the lawyers will seek a quarrel with us."

It is interesting to note that the railroad called upon the aid of the trucking industry represented by Arthur Smith who moved S. H. Reamey, Chief Passenger Agent for the Pennsylvania Railroad from Washington to Jacksonville, Fla. (Evidently Mr. Reamey doesn't believe in camping on the railroads with his household belongings.)

"Come and meet the dad," said Smith. "You know, he's really president of this company. I'm vice-president and general manager."

Dad proved to be a man of 80 and active, with a hand even bigger than his son's, watery blue eyes and a mellow voice.

"Yep," he said, "we started 20 years ago in a cellar with four horses, two wagons and $500 which we borrowed.

"Our warehouse consisted of an old three-story house in another section of the city from this location. It was an awful looking place. One day a customer insisted on visiting us and when she saw the building we were in, she raised a fuss. 'If you weren't handling my furniture so carefully,' she said, 'I would never let you keep it here.'

"Our start was like that, and it was tough going with little equipment and less money. We built our modern warehouse in 1922. It was a big step for us to take but now we are glad we did it. Having a modern place helped out business. We would never have the business of those in political circles if we didn't have a decent storage house."

TODAY Smith's Transfer & Storage operates 17 trucks and a warehouse valued at $150,000. Whatever the younger Smith may be to his business associates, he is still the apple of his mother's eye. That lady calls him regularly three times daily, at 8:30, 11:30 and 4:30.

"What is the secret of your success, Mr. Smith—you know, how do you get official business?"

"Well, I'm a Democrat and a New Dealer! I belong to 38 clubs."

"All Democratic?"

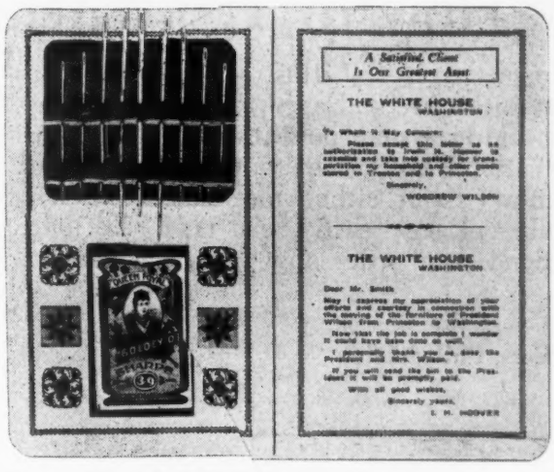
"Pshaw, no!"

However, he is a member of the D.C. Trucking Code Authority, first vice-president of the D.C. Trucking Association, president of the Democratic League of Washington, president of America, Inc., and an office holder in nearly all of the remaining 34 organizations.

We got up to leave together.

"Here, take this," he said, thrusting a packet into the writer's hands. Then he put on his derby, placed a long cigar in his mouth, threw an overcoat over his arm and walked down the street, leaving a trail of smoke behind him.

An Al Smithsonian built man with decided Rooseveltian allegiances distributing elaborate packets of Czechoslovakian made sewing needles. Holy smokes!



This is the packet of needles with which Smith "sows" friendship among Washingtonians

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- was any truck used at night?
- any speeding? If so, why?
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Retreads Repay and Repay

(CONTINUED FROM PAGE 64)

20. Future—Will not use any retreaded tires regardless of price advance.

THE next stop is the District of Columbia where the survey was handled by personal contact. In the Blue Eagle's nest the COMMERCIAL CAR JOURNAL representative could no more than get in the front door when he was blasted right out of it if he opened with a question of retreaded tires. At the moment the Capital is safe for new tires. The fleet operators were unable to give very satisfactory accounts of any bad experience, but this lack of experience did not deter them from expressing opinions. They are against it—very much against it.

Just a whistle stop and we are in Baltimore where the whole matter seems to be one of complete indifference. In Baltimore the idea does not get opposition. It gets apathy.

In **Camden, N. J., William P. Osmond, traffic manager of the Camden *Courier-Post* Newspapers,** has found retreads to his liking. Here is what he says: Cost 40 per cent of new tire. Mileage—75 per cent of new. Guarantee—10,000 miles. No occasion to use it. Economical sizes—Nothing under 5.50-18. Future—Using all the retreads we can.

Right across from Camden is **Philadelphia,** our home port. **F. C. Fiechter,** who operates the **John Wanamaker** fleet, fairly staggers us by handing us a voluminous file on retreading without comment. Our own conclusion is that Mr. Fiechter is going to effect a saving of about 25 per cent. His prices for retreads cover a wide range because he is experimenting with a number of different processes. All sizes are being retreaded and the results are being tabulated.

F. J. Boyd, garage superintendent of the Philadelphia *Bulletin*, has some tires that have been retreaded three times. He pays 40 to 60 per cent of the price of a new tire. He is entirely sold on the process.

One very large fleet reports that it uses retreaded tires but won't give its name for publication. Reason unknown.

William Clark, of Horlacker Delivery Service, Philadelphia, is trying retreads for the fourth time in the last 10 years. He thinks the new process is obviously better than the previous ones and retains an open mind so far.

On with the survey and up to the big city, but before we cross the Hudson let's stop in **Jersey City** long enough to take the testimony of **Joseph Viscaglia, manager of the United Van Service:** Cost—50 per cent of new tire. Mileage—Less than 20 per cent of new. Guarantee—12,000 miles or more. Retreaders have failed to make good. Comment—My advice and experience is not to rely on retreaded tires.

IN **New York Clinton Brettell, superintendent of garages, R. H. Macy & Co.,** discussed retreading with us at some length and concluded with these remarks. "It is not the open and shut case it appears to be, but it looks like a definite economy. We have not had enough experience this time to express a definite opinion. We are paying different prices because we are trying different processes."

From **Cushman's Sons, Inc.,** comes word through **A. K. LaMotte** that the company pays about 40 per cent of the original price of a tire to get it retreaded and is getting a guarantee of 90 per cent of the original life of a tire.

Hard by Manhattan, in **Long Island City, G. E. Shipper** gives us the opinion of the **Hoffman Beverage Co.:** Cost 30 to 40 per cent of new tire: Mileage—80 per cent of new tire. Guarantee—Defective guarantee. Have used guarantee. Type of service—Better on front wheels and trailer wheels. Economical sizes—7.00 and up. Future—Will not increase at present prices; possibly in case of an advance.

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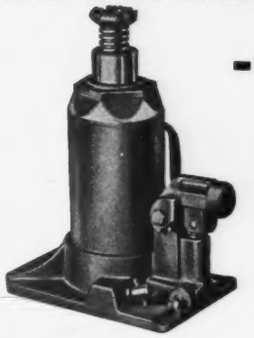

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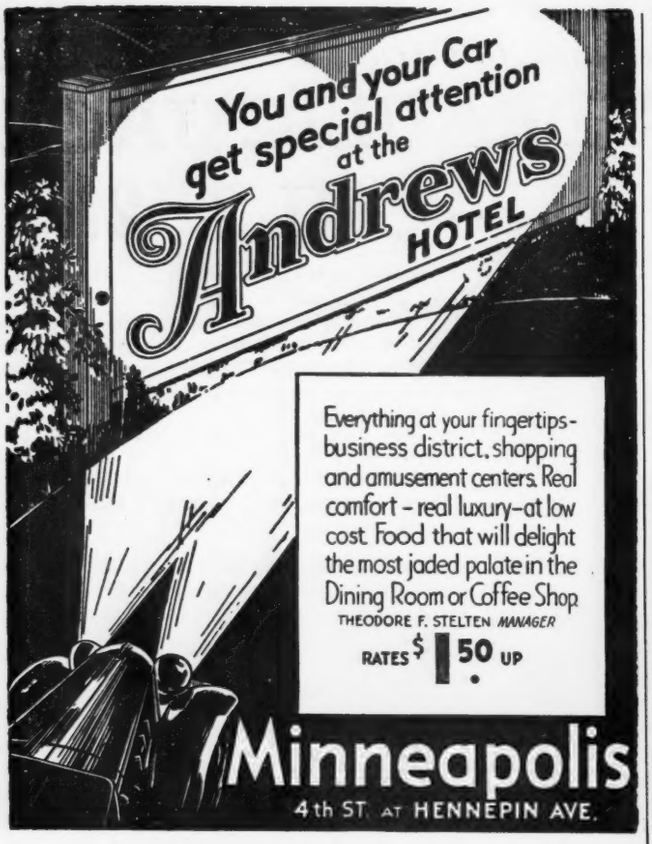
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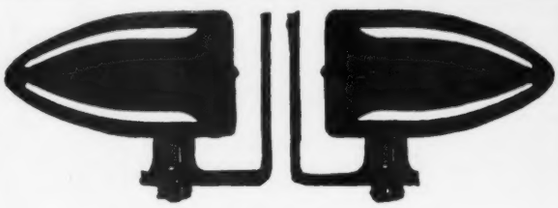

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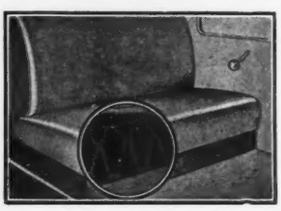

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